



GRAND MARINA

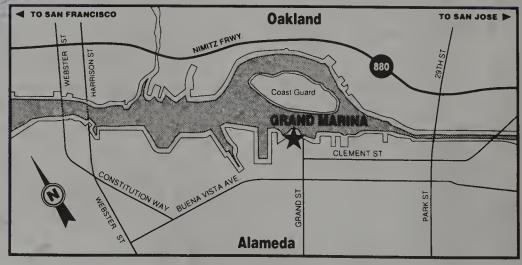


GENTRY · ANDERSON

DOES YOUR MARINA MEASURE UP TO OURS?

- Does it have new and extra-wide concrete walkways?
- Does it have cable T.V. hook ups?
- Does it have ice machines at every gate?
- Does it have a fuel dock?
- Does it have a convenience store?
- Does it have tiled bathrooms with eight individual showers?
- Does it have ample parking?
- Does it have beautifully maintained landscaping?
- Does it have secure, locked gate houses?
- Does it have 10' depth at low tide?
- Does it have a boatyard / 35 ton comporter on site? (under construction)
- Does it have brokers on site specializing in power and sail?

GRAND MARINA OFFERS ALL THIS AND MORE



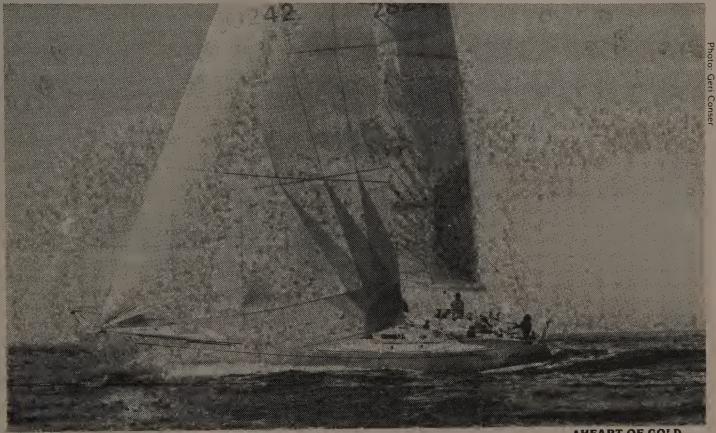
Directions: Off 880 come through the Webster Tube. Veer left on Constitution Way. Left at Buena Vista. 2 miles to Grand Street. Left at Grand St. 1/2 mile to Grand Marina.

Call today for this months special introductory offer!
Slips from 30'-53'.
Rental Office open 7 days, 9-5.

(415) 865-1200

2099 Grand Street Alameda, California 94501

Escape to Cabo San Lucas!



*HEART OF GOLD

"Heart of Gold," Jim and Sue Corenman's Schumacher 50, took off on November's Cabo San Lucas race in search of victory and landed first place honors in their IMS class and fleet, and second in PHRF.

The 870 mile race to Cabo presented days of patience testing light-air sailing. As it turned out only four headsails were needed, the light genoa, the half ounce and three quarter ounce spinnakers, and a special kevlar staysail/slatter. In spite of what some may call adverse conditions, there wasn't a circumstance where "Heart of Gold" did not have the perfect sail for the conditions. The sail inventory made possible some "Great Escapes," which make light-air sailing fun!

Winter sailing on San Francisco Bay offers us some patience testing opportunities of our own. Pineapple Sails can give you the tools you need to make some "Great Escapes" of your own! Call us for information and a quote.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda • West Marine Products in Oakland



PINEAPPLE SAILS

*Powered by Pineapples

(415) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

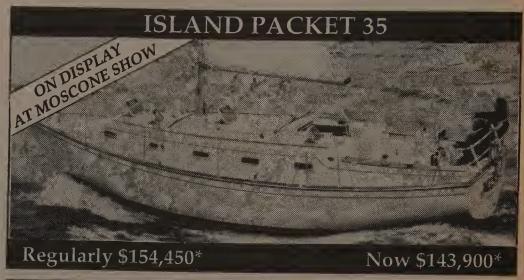
We've Just Made It a Lot Easier To Own A New Island Packet 32, 35 or 38!!!

For a limited time only, you can take advantage of our unique Island Packet offering and own one of the world's finest liveaboard bluewater cruiser. By acting now Passage Yachts can offer you:

- Special pricing
- -9.75% fixed financing
- No payments for 90 days

PLUS: We Pay The New 1991 Federal Luxury Tax!!

This special offer is limited to the (3) Island Packet Yachts we currently have in stock. The financial application must be submitted by February 15, 1991 and you must take delivery of your new boat by March 15, 1991 to qualify for these special terms.







* Includes New Federal Luxury Tax of 10% of amount over \$100,000

Representing: SAIL – Beneteau • Island Packet • Pearson • Mason • Passport POWER – Tiara • Pursuit • Nordhavn • Elite Craft Hundreds of Brokerage Boats to Choose from

PEARSON 38 ATOURS ETHER

PEARSON BARGAINS
• 1991 PEARSON 38 •
Was \$135,750 Now \$123,900
• 1989 PEARSON 37 Demo •
Was \$159,900 Now \$119,875

• 1990 PEARSON 34 • Was \$109,900 Now \$93,500

We're sorry that we can only offer the special financing package on our Island Packet Yachts but we will pay the new Federal luxury tax on any Beneteau or pearson Yacht purchased in January.



1220 Brickyard Cove Pt. Richmond, CA 94801 (415) 236-2633 • Fax 234-0118

SEE US AT THE MOSCONE & COW PALACE BOAT SHOWS



BENETEAU BARGAINS

• 1990 OCEANIS 350 •

Reg. \$98,500 Now \$88,750

• 1991 OCEANIC 390 •

Reg. \$140,150 Now \$124,870 • 1991 FIRST 35s •

Was \$104,400 Now \$99,950

CONTENTS

subscriptions	13
calendar	21
letters ⁻	27
loose lips	69
sightings	76
jack frost midwinters	92
some like it hot rally	96
best boats under 50k	98
caribe charter show	102
a harbormaster's day	106
crew list forms	110
max ebb	114
product highlights	117
winners part III	118
world of chartering	124
the racing sheet	132
changes in latitudes	140
classy classifieds	150
brokerage	160
advertisers' index	160

COVER PHOTO: Latitude/JR
Hoist one for the New Year!
Graphic Design: Karen Toms
Copyright 1991 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the linesomewhere. Articles with the best chance at publication must 1) pertain to a west coast or universal sailing audience, 2) be accompanied by a variety of pertinent, infocus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by aself-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't confact us before then by phone or mail. Send all submissions to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

WHY TAKE CHANCES?

If you are concerned about integrity, candor, and a thoroughly professional service from a yacht Broker/Dealer; Passage Yachts should be representing your interests whether you are buying or selling a boat this year. Check out our reputation; we've earned it.

SAIL BROKERAGE

STATE BROKERINGE
25' CAL4,000
27' CATALINA 12,500
7' 0'DAY22,500
27' CS, diesel 19,500
28' ISLANDER 28, diesel
29' BAYFIELD, pocket cruiser 27,500
30' S2, center cockpit
30' ISLANDER MKII23,500
30' ISLAND BAHAMA29,900
32' ISLANDER33,000
32' VALIANT52,000
33' VANGUARD32,500
33' RANGER 27,900
33' APHRODITE27,950
34' PEARSON68,000
34' PANDA89,500
34' WYLIE 39,000
35' BENETEAU OCEANIS 350, '88 89,000
35' U.S. PILOTHOUSE47,900
35' BREWER CUTTER74,500
35' NIAGRA77,900
35' ERICSON37,500
35' SANTANA54,950
36' PEARSON97,500
36' ISLANDER(2) 45,000
37' EXPRESS 115,000
37' HUNTER, cutter rig(2) 54,900
37' PEARSON 3757,500
37' PASSPORT129,900
37' SWAN149,000
38' BENETEAU, 198495,000
38' MORGAN61,000
38' HINCKLEY88,000
38' FARALLONE CLIPPER25,000
40' HUNTER 89,900
401 PASSPORT, 1990 189,000
40' OLSON 129,000
40' BENETEAU IOR one-ton
40' BENETEAU 405, 1987 132,000
41' NELSON-MAREK79,000 41' C&C129,500
41' (&C
42' BENETEAU118,000 43' MASON139,500
43' WAQUIEZ KETCH159,000
44' NORDIC
44' CSY CUTTER110,000
44' PETERSON, center cockpit
44' ALDEN CUTTER
44' NORSEMAN, center cockpit 199,000
47' PERRY 119,500
47' PASSPORT
0/5 00/
51' PASSPORT, center cockpit 279,000



VALIANT 32 cutter. New epoxy bottom. Beautiful cond. \$52,000.



BAYFIELD 29 cutter. Canadian bluewater pocket cruiser. \$27,500.



HUNTER 40. Radar, dodger, Loran, roller furling, recent upgrades. \$89,900.



PASSPORT 37 very popular cruiser. Radar, dodger. \$129,900.



ISLANDER BAHAMA 30. Dodger, Loran, diesel. Clean and good condition. \$29,900.



NORDIC 44. Extremely well equipped for offshore performance. Superb workmanship and enduring quality. Must see. \$149,000.



1220 Brickyard Cove Rd. Pt. Richmond, CA 94801 (415) 236-2633

FAX (415) 234-0118



YACHT SALES

(415) 332-SAIL • (415) 332-7245 FAX 415-332-4580



45' MULL, '81. Lock books, high performance, Brookes & Gates instruments, roller furling, refrig., rich teak interior. New blue interior. Only \$149,000.



65th MacGREGOR, ¹87. Cruising rig. Max prap, cruise interiar. \$140,000. Also have Mac 65, ¹86, race rig, \$110,000.



40' C&C SLOOP. Blue LPU hull is like new. 14 sails, refrig., hand rubbed varnish inter. Shaws better than new. \$112,000.

FAST IS FUN! BLEND CRUISING AND PERFORMANCE



34' SAN JUAN, '81. Diesel, wheel, rod rigging, RF jib, new LPU hull, dry stored in Tahoe. Only in salt water one season. \$39,000.



37' HORDIC ESPRIT. Perfarmance and camfart. Uncampramising quality. LPU hull. Bab Perry's favarite design. \$85,000.



34' PETERSON, '77 Just bottom pointed (no blisters), 12 sails, diesel, wheel steering, CNG stave, teak interior. \$28,000.



HUNTERS 37, 36, 34, 33. All equipped w/dodger, furling jibs, ST winches, dsl aux, whil steering. (37) \$59K, (36) \$45K, (34) \$45K, (33) \$35,000.

	SAIL
55'	SWEDE, 1977 89,000
55'	CLIPPER SCHOONER 170,000
51'	MORGAN, 1978145,000
50'	AUX. CUTTER, 1913 45,000
48'	HANS CHRISTIAN, 1986 305,000
48'	S&S/HUGHES, 197299,500
48'	CUSTOM CUTTER cruise vet 75,000
45'	EXPLORER, 1979100,000
45'	HANS CHRISTIAN, 1976 137,500
45'	MORGAN, '7995,000
44'	HARDIN, 1979 111,000
44'	PETERSON2 from 110,000
44'	CSY 110,000
43'	HANS CHRISTIAN, 1977 125,000
43'	C&C75,000
42'	CHEOY LEE, 1971 80,000
42'	COOPER, 1981119,000
41'	FORMOSA, 197271,000
41'	RHODES, 196660,000
41'	FREEPORT 2 from 85,000
40'	SLOCUM, 198050,000
40'	VALIANT, 197898,900
39'	CAL59,500
39'	FREYA 2 from 69,500
39	LANDFALL, 197875,000
38'	CATALINA, 198345,000
38'	MORGAN, 197966,000
38'	HANS CHRISTIAN 38T, '83 107,250
38'	ALAJUELA, '7689,000
37'	HUNTER, 198462,000
37'	TAYANA, '7879,000
36'	CS, 198169,500
36'	FORMOSA, 1980 45,000
36'	HUNTER, 1981 49,000

ISLANDER 2 from 49,500

PEARSON, 1985 85,000

HUNTER, 1983 45,00 PETERSON 28,00

SANTANA, 1979

	33'	HUNTER, 1981 2 fro	m 30,000
00	33'	GURNEY custom alum. sloc	p 56,000
00	32'	' GULF, 1982,	56,000
00	32'		
00	31'	VINDO, 1974	41,000
00	31'	BOMBAY	28,000
00	31'	MARIAH	
00	30'	PEARSON 303	
00	30'	NEWPORT	
00	30'	ERICSON, 1986	
00	30'	ISLANDER 2 from	n 20,000
00	30'	MORGAN, 1970	22,500
00	30'	ERICSON, 1985	38,900
00			
00			
00	PO	WER	
00	57'	CHRIS CRAFT 2 from	169,000
00	53'	BLUEWATER, 1980	160,000
00	51'	BLUEWATER, 1984	159,000
00	50'	DEFEVER, stl trl	250,000
00	48'	DUTCH CANAL BARGE	. 64,500
00	45'	GALLART, 1986	210,000
00	43'	CALIFORNIAN, 1984	
00	43'	TROJAN, 1966	310,000
0	42'	CALIFORNIAN, 1980	125,000
0	42'	GRAND BANKS, 1981	175,000
0	40'	BLUEWATER-TAIWAN, 1977	86,000
0	40'	CRUISEAHOME, 1975	. 55,000
0	40'	SILVERTON, 1984	119,500
0	37'	HERSHINE, 1979	. 69,750
0	37'	C&L TRAWLER, 1979	
0	36'	TROJAN, 1975	49,500
0	36'	CHRIS CRAFT	. 35,000
0	36'	GRAND BANKS	79,000
0	36'	SEA RAY, 1979	66,900
0	36'	MODERN, 1983	77,000
0	36'	GRAND BANKS, 1974	79,950
0	35'	GOLDEN GATE, 1979	
0	34'	CALIFORNIA, 1979	
0	32'	CARVER, 1988	94,000
0	32'	UNIFLITE	
0			



35' SANTANA, '83. Harken roller furling headfail, lazy jacks, varnished brightwork meticulausly maintained, 14 sails. Asking \$43,000.



34' SEA HORSE, '82. Sedan trawler with centered queen fareward, ecanomical Perkins diesel flybridge w/bimini, reefer & freezer, CNG stove. \$69,500.



HANS CHRISTIAN 36, '75. Cutter, Furling jib, shaal keel, Pathfinder dsl, refrigeration, propone stave. \$62,000.



1 GATE 5 RD.

36

36'

36"

35'

34"

J. 1981 ..

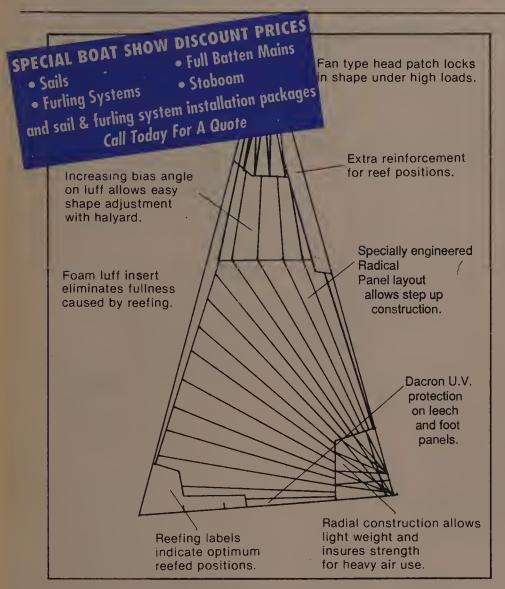
CA, 94965



WESTSAIL 32. Loaded. 1972 w/AP, radar, B&G depth, knat, log, wdpt, wdspd, ST winches, windlass & many spars. 5 fram \$45,000.

Star CruiserTM

HOOD's high technology introduces speed to roller furling genoas.



"THE FURLING SYSTEMS EXPERTS"

Specializing in:

HARKEN

Profurl



DUTCHMAN®

HOOD SAILMAKERS

466 Coloma Street Sausalito, CA 94965 (415) 332-4104 Fax (415) 332-0943 861 West 18th Street Costa Mesa, CA 92627 (714) 548-3464 Fax (714) 548-9268 NEW AND USED SAILS, REPAIRS AND RECUTS FREE SAIL CHECKS ON YOUR BOAT Our sail designers have used the high technology available at HOOD to produce the first roller furling-roller reefing Genoa to take advantage of the recent, dramatic changes in materials and the sailmakers' art.

Computer Design

Our HOOD/Net computer system helps us to design an optimally shaped sail and brings high performance to roller-furling Genoas. That computer system, using data on your boat and local sailing conditions, will develop a perfect design for you in just a few minutes.

Fabric

The StarCruiser uses HOOD's exclusive Laminar* Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A Star-Cruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2 Genoa for racing.

CAD/CAM

In addition to computer aided design your new StarCruiser benefits from HOOD's computer aided manufacturing. The CAD/CAM system cuts complex curved panels with a Laser. Sailshape is built into every edge of every panel; not just into the single shaping seam common with manually built sails. Laminar panels are first fitted with seam tape, then double or step-stitched for superstrong seams.

Hand Finishing

Hand finishing is still a HOOD specialty, so you get a high tech sail from the world's most sophisticated sailmaker, with hand details attended to by careful cruising sailmakers.

When you put your boat in "cruise" you don't have to leave the fast lane, call your nearest HOOD loft to get a quote.



FINE PRINT DOESN'T ALWAYS MEAN BAD NEWS

HONESTY IS THE BEST POLICY AND, HONESTLY, WE'RE THE BEST

HAULOUT/LAUNCH	\$ 4.00/FT
PRESSURE WASH	\$.75/FT
LAYDAYS	\$.40/FT./DAY
LABOR RATES:	
REGULAR	\$ 50.00/HR.
WELDING	\$ 55.00/HR.

CAL-COAST MARINE: SERVICING INTELLIGENT BOAT OWNERS SINCE 1977.



P.S. We have an Ericson 32 in our yard

P.S. We have an Ericson 32 in our yard

P.S. We have an Ericson 32 in our yard

P.S. We have an Ericson 32 in our yard

With a new LPU job going for \$18,000

at our docks asking \$20,000.

** Last Serendipity 43 hull & deck.

** 4,000.

New Thunderbird deck and mast.

Best offer.

310 West Cutting Boulevard Richmond, CA 94804 (415) 234-7960





THE FINEST
OFFSHORE
FURLING
SYSTEM MADE

WINNER OF THE LAST TWO AROUND THE WORLD RACES

HIGHEST RATED BY
THE READERS OF
"PRACTICAL SAILOR"

A "BLUEWATER"
SYSTEM SUITABLE
FOR
OFFSHORE USE

WINTER DISCOUNTS



Sutter Sails

FOR ALL YOUR ROLLER FURLING NEEDS

- Largest Selection of Used Sails in Northern California
- Racing and Cruising Sails
- Repairs and Recuts
- 35 Years Experience

(415) 332-2510

HARBOR DRIVE, SAUSALITO, CA 94965



Charts are our business . . .

So our large inventory covers most of the world. We carry National Ocean Survey, National Oceanographic and British Admiralty Charts.

We also stock all the publications and navigation books that you need and Pilot Charts, Loran, Omega and plotting charts are on hand.

And we sell sextants, chart tools, compasses, clocks, barometers, chronometers, computers, logs and binoculars.

Please call us for your requirements.

We are at your service.

TRADEWIND INSTRUMENTS LTD.

MARINE NAVIGATIONAL INSTRUMENTS
2540 BLANDING AVENUE ALAMEDA, CA 94501
(415) 523-5726





RANGER 33 — Great Mull design for Bay and coastal cruising. Rebuilt engine, new rigging and painted spars plus more. Located at our sales dock. Asking \$31,900.



SUN 27 - Bring a bike, a car, or . . . ? Owner financing, trades, you make a deal. Great opportunity to get into a Bay boat with a wheel, diesel and more. Asking \$17,500





NEWPORT 28......\$29,500 CAL 39................\$74,000 VALIANT 32..................2 from \$39,500





ERICSON 29 2 from 16,500



vachtmatchTM affiliate



FREEDOM 30\$59,500



SABRE 34\$89,000



HANS CHRISTIAN 38.....\$104,500



C&C 38 \$65,000 BREWER 35New Listing YANKEE CLIPPER 41\$59,950





LOCATED: GRAND MARINA, ALAMEDA (415) 521-1929

PARTIAL SAIL LISTINGS

MARINA DEL REY 3007 Washington, Suite 100 Marina del Rey, CA 90292 (213) 306-1882 • Fax: (213) 306-4801

301	TARTAN	24,900
30'	O'DAY	
30'	BRISTOL	
30'	CATALINA	
30'	CAPE DORY	
30'	FREEOOM	59,500
31'	PACIFIC SFACRAFT	
32'	VALIANT	39,500
32'	WESTSAIL	
~2		,

36	' ISLANDER	39,500
36	* ERIC5ON C	
37	' IRWIN	47,000
	' EXPRESS	
	* MASON	
	' (80	
	' HANS CHRISTIAN	
	' YORKTOWN	
39		74 00
٠,	O.L	

40"	BABA	159,000
41'	YANKEE CUPPER	59,950
42'	WESTSAIL	109,000
43'	ALDEN SCHOONER	64,900
43'	TRADEWINDS PH	129,500
44°	PETERSON	109,000
44'	NORSEMAN 447	199,000
46'	FORMOSA	84,500
551	SWEDE	125,000
57'	SPAULDING	99,000
-	• • • • • • • • • • • • • • • • • • • •	•

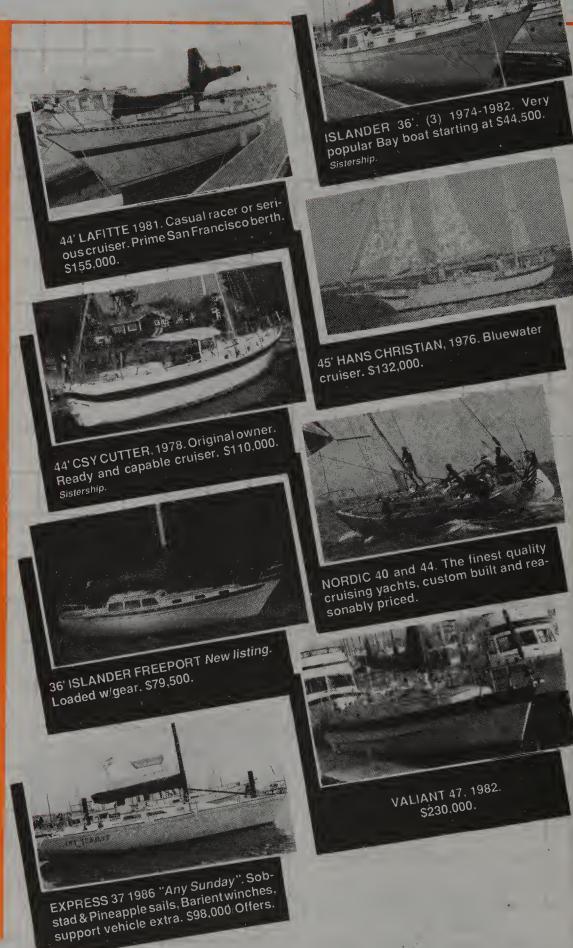
• NOW THREE OFFICES TO ASSIST YOU •

SAN FRANCISCO BAY 2099 Grand Street Alameda, CA 94501 (415) 521-1929 • Fax: (415) 522-6198

SAN DIEGO 1071 Shafter Street San Diego, CA 92106 (619) 224-3277 • Fax: (619) 224-9225

Cityachts 10 Marina Blvd. San Francisco 415-567-8880

SAILBOATS
25'NORTHSTAR 75 000
29'CAL Sloop
30 BRISTOL 30,500
30'ERICSON 40,000
30'FARR
31'CAL
32'ERICSON
32 ERICSON, MUST SEL
34'ALDEN
35'SANTANA 55,000
35'PRETORIEN
35 PETERSON One-Ton
35°C&C,
36 PEARSON 365
36°CS SLOOP59,500
38'FARÁLLONE CLIPPER
40 CHALLENGER
41'NEWPORT
41'C&C 49,00
44 PETERSON 10,000
44'CSY 110.000
44'NORDIC 142,000
45°COLÚMBIA ,
46'MOTORSAILER 129 000
47'S&S CUSTOM Sloop 2 from 59,500
47 VALIANT OFFERS 195 000
47'VAGABOND Ketch 70,000
47'OLYMPIC
65'SWAN 651 (,250,000)
POWER
26'BERTRAM
32'GRAND BANKS 59,000
30'FAIRCHILD
32'GRAND BANKS
32'CARVER MARINER 83,000
35'BERTRAM Convertible 98,500 35'FLYBRIDGE Sedan
36 GRAND BANKS
37'HATTERAS 154,500
38 BERTRAM 195,000
38'BAYLINER
38'MATHEWS CLASSIC MY 58,500
39'SEA RAY 129,000
40'BLUEWATER
41"SPOILER 190,000
41'42'SUNDECK MOTOR YACHI 149,000
41'MONK PARTY BOAT80,000
42'UNIFLITE
42'GRAND BANKS
42' GRAND BANKS
42°GRAND BANKS
43'ALBIN TRAWLER
49'TRAWLER
50'STEPHENS
51°SPOILER 50,000
52'NORDIC 465,000
57'CHRIS CONNIE 5,000
78'MONK1 600,000



SUBSCRIPTIONS

Enclosed is \$45.00 for one year
First Class Postage (Delivery Time 2 to 3 days)
(Canada: First Class only)
First Class Renewal

Enclosed is \$20.00 for one year			
Third Class Postage (Delivery Time 2 to 3 weeks			
Third Class Renewal			

☐ Gift Subscription Gift Card to read from:

> We regret that we cannot accept foreign subscriptions. Please allow 6 to 8 weeks for delivery of first issue.

Name			
Address			
City		State	Zip

DISTRIBUTION — Northern California

- We have a distribution point in Northern California which will distribute copies of Latitude 38. Enclosed is our name and street address. Copies will be sent via UPS at no cost to the distributor.
- ☐ Please send me further information for distribution outside Northern California.

Name Address Zip City State

Phone Number

Latitude 38

"we go where the wind blows"

Publisher & Executive Editor	
Managing Editor	John Riise
Associate Editor	Rob Moore
Advertising	John Arndt
Advertising	Mitch Perkins
Production Manager	Colleen Levine
Production / Classy Classifieds	Christine Weaver
Bookkeeping	Robyn Tedd

Printed on Recycled Paper P. O. Box 1678, Sausalito, CA 94966 FAX: (415) 383-5816 (415) 383-8200

MARINER SQUARE MARINER SQUARE YACHTING CENTER

(I)/P/I/H:

Bar none...the Nonsuch is the easiest sailing boat in production today...

...single-hander...!

...family cruiser...!

...passage maker...!

...race winner...!

NEW AND USED NONSUCHES NOW AVAILABLE



MARINER SQUARE YACHTING CENTER

SQUARE YACHTING

MARINER SOUARE YACHTING CENTER

1986 NONSUCH 30 ULTRA WP, shower, loaded \$95,000. DF, ready to sail now ... \$57,000.



ARINER SQUARE YACHTING CENTER A

MARINER SQUARE YACHTING CENTER

•

MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER

1981 NONSUCH 30 CLASSIC Like new. Dodger, KM, DF, WS, Best bargain on a Nonsuch. KM,



1986 NONSUCH 26 ULTRA Excellent condition, , very well equipped\$59,000.



1982 NS 26 "CLASSIC" A very active Bay cruiser since 1982\$45,000.



Dealer demo, available at reduced Dealer demo available at reduced priceInquire for details. priceInquire.



1991 NONSUCH 30 ULTRA

Farallone Yacht Sales • 2415 Mariner Square Dr. Alameda, CA 94501 • (415) 523-6730



MARINER SQUARE MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER . MARINER SQUARE YACHTING CENTER

MARINER SOUARE YACHTING CENTER

4

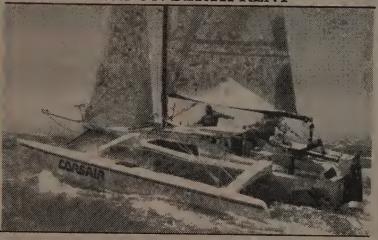
MARINER SQUARE YACHTING CENTER

4

F-27 FASTEST GROWING FLEET ON THE BAY



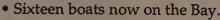
SAVE ON BERTH RENT



SAFE AND SEAWORTHY

The F-27: A unique combination of roomy cruiser, high performance and take-it-anywhere trailerability.

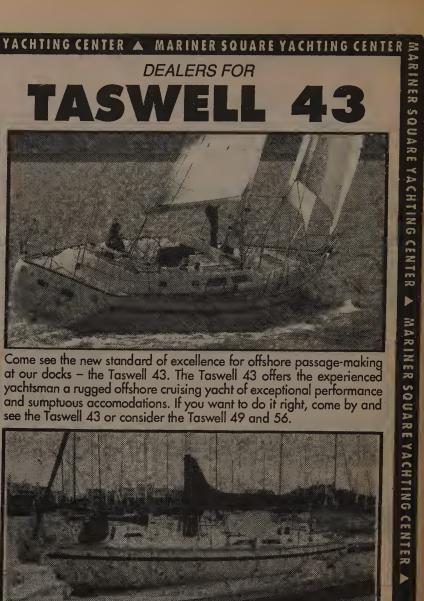
- Spacious decks and near level sailing.
- Shallow 14" draft fits any beach.
- Cabin comfortably accomodates 4 to 5.
- Easy 30 min. trailering or 3 min. docking.
- Strongly engineered Has crossed Atlantic and Pacific.
- Over 200 sailing the world's oceans.



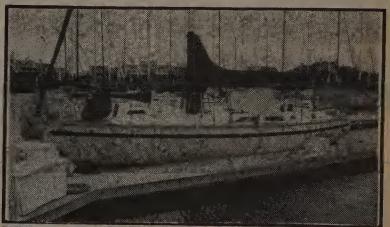


30 Minute Set-up





Come see the new standard of excellence for offshore passage-making at our docks – the Taswell 43. The Taswell 43 offers the experienced yachtsman a rugged offshore cruising yacht of exceptional performance and sumptuous accomodations. If you want to do it right, come by and see the Taswell 43 or consider the Taswell 49 and 56.



TASWELL 43. To Shing quality and performance in a performance bluewater cruiser. We have two brokerage boots loaded to the teeth; both show like new. Must see for those individuals looking to buy the ultimate luxury cruising yocht. Prices start at \$219,000.



ORION 27. Very sharp - new brightwork. 1980. Legendory affshore cruiser. New bottom. Must sell. \$39,950.



HANS CHRISTIAN 33. Perfect liveoboord, loaded with upgrodes, mint condition, owner onxious. \$95,000.



PEARSON 36. Spacious and cruise ready. Rador, new bottom, loads of gear. A very pleasant sailer. \$59,500.



Cruising

(415) 865-2511

2415 Mariner Square Drive Alameda, CA 94501

MARINER SQUARE YACHTING CENTER & MARINER SQUARE YACHTING CENTER & MARINER SQUARE YACHTING CENTER

Catalina||

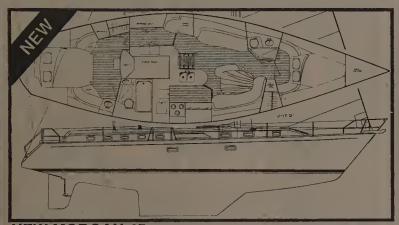
SAN FRANCISCO BAY'S DEALER

CATALINA 22 • 25 • 27 • 28 • 30 34 • 36 • 38 • 42

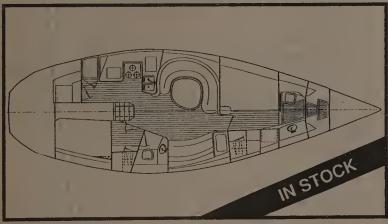
MORGAN NAME

NONSUCH 26 • 30 • 33 • 36

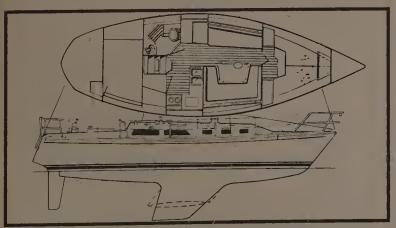
CATALINA YACHTS... Continuing a 20 year success story.



NEW MORGAN 45 The latest in offshore cruising and liveaboard comfort with center cockpit, aft cabin, spacious galley, 2 heads, shower, equipped with furling, KM, DS, VHF, microwave, refrigeration and more at \$184,500.



CATALINA 42 NEW INTERIOR NOW AVAILABLE.



CATALINA 34 70 C-34's now sail on S.F. Bay and coastal waters. Standard equipment includes roller furling, KM, DS, VHF, safety & anchor gear, blister-guard and much more... Sailaway at \$76,795. *

Eagle Yacht Sales (415) 342-2838 Farallone Yacht Sales (415) 523-6730

EAGLE YACHT SALES

AIL5AN MATEO 2' CATALINA 3 from 3,900	
2' CATALINA 3 from 3,900	
2' 5ANTANA, 19675,495 2' O'DAY, 19845,995	
2' O'DAY, 19845,995	
'4' COLUMBIA CHALLENGER . 3 995	
5' CATALINA, '78 w/trlr 12,995	
.5' CATALINA, '78 w/trlr 12,995 .5' CATALINA, 1981 10,500	
5' CORONADO, 19667,495	
6' RANGER, '70 Mint cond 9,995	
6' INT. FOLKBOAT, 1972 11,995	
27' CATALINA, '78 Reduced 12,900	,
27' CATALINA, 1985 24,995	
27' CATALINA, 1976 13,995	
7' CATALINA, 1981 18,995	
27' CATALINA, 1976 13,995 27' CATALINA, 1981 18,995 28' HAWKFARM, '761-design 24,995	
28' CAL, 1967 ,Reduced 8,500)
29' ERCI5ON, 1972, Loaded . 18,995	
30! CATALINA, '842 from 34,995	
30' CATALINA, 198026,995	
80' CATALINA, 198027,500 80' CATALINA, 198227,995 80' COLUMBIA, 197223,995)
30' CATALINA, 1982 27,995	
30' COLUMBIA, 197223,995	
30' ERIC5ON New Listing 18,995	5
30' CATALINA, '80 26,995	
34,995 (ATALINA, 184, Loaded 34,995	,
30' LANCER, 198426,995	
31'-IRWIN, 1984	,
32' MORGAN Reduced 27,995	,
33' NAUT M5, 1982 Pending 89,995	,
34' CAL, 1970 Exc. cond 28,500)
35' ERIC5ONfrom \$32;995	5
35 ¹ NIAGARA, 1981 Reduced 69,995	5
36' PEAR5ON, 198169,995	5
38' NAUT M595,995	5
38' CATALINA, 198149,995	
12' CATALINA, 1989 118,995	9
13' COLUMBIA, 197168,995 18' CHEOY LEE, 1982 109,500)
18' CHEOY LEE, 1982 109,500)
51' BALTIC, 1982 435,000)
. *TELL PARK RANGER	

EAGLE YACHTS FOR FREE ACCESS

WE NEED CATALINA 34 & 36 LISTINGS

FARALLONE YACHT SALES

SAIL ALAMEDA
47' VAGABOND, 1975 100,000
42' CATALINA, 1989 OFFERS
39' ERICSON 39B, 1975 57,500
36 ⁱ CATALINA, 198669,950
35' NIAGARA, 1981 69,995
34' CATALINA, 198863,950
32' ERIC5ON, 1970 23,500
31' CAL, 197934,500
30' NONSUCH, 198695,000
30' NON5UCH, 198172,000
30' NONSUCH, 1981 57,500
26' NONSUCH, 1987 59,000
26' NONSUCH, 1982 45,000
30' CATALINA, 1985 36,500
30' CATALINA, 1984 35,500
30' CATALINA, 198336,500
30' CATALINA, 198232,500
30' CATALINA, 1981 26,000
30' CATALINA, 1978 24,900
30' CATALINA, 1976' 23,000
30' ISLANDER, 1979 24,900
27' COLUMBIA 8.3, 1977 16,900
27' CATALINA, 1977 13,800
27' CATALINA, 1976 11,900
26' COLUMBIA MK 3, 19747,400
26' PEARSON, 19768,800
25' CATALINA, 1983 13,995
25' CATALINA, 1979 10,500
23' MERIT, 1985 8,250
23' SANTANA, 1980 10,000
22' CATALINA, 1977 6,900
22' CAPRI, 198711,000



CATALINA 30. MOST POPULAR 30 FOOTER ON THE BAY, WITH TREMENDOUS COMFORT BELOW. 5 TO CHOOSE FROM. FROM \$24,900.

RE YACHTING CENTER

ARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER



NONSUCH 30. NONSUCH QUALITY AND EASE OF HANDLING IN TWO HIGH VALUE BROKERAGE BOATS. HAVE A LOOK. FROM \$57,500



CATALINA 42, '89. LOADED. MAKE OFFER.



ERICSON 32. EVERYTHING WORKS!! EN-GINE REBUILT. BEAUTIFUL CONDITION. ASK-ING JUST \$23,000.



CATALINA 34. 188. LIKE NEW EXCEPT A LITTLE OLDER. \$63,950.



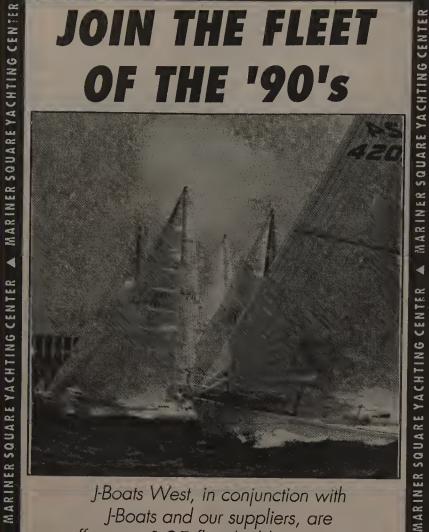
ERICSON 35. 175. DIESEL, TRADITIONAL INTERIOR, 8 SAILS, SPINNAKER GEAR, LOTS & LOTS OF GEAR. \$34,995.



HAWKFARM 28. '76. ONE DESIGN, ALL REDONE AND BEAUTIFUL. \$24,995.

MARINER SQUARE YACHTING CENTER A MARINER SQUARE YACHTING CENTER A MARINER SQUARE YACHTING CENTER

JOIN THE FLEET OF THE '90



J-Boats West, in conjunction with J-Boats and our suppliers, are offering a J-35 fleet building program.

- Only 5 J-35's will be offered at this special price
- All 5 J-35's will be available for Spring '91 delivery
- This special fleet building program will deliver a turn key package - a complete boat - ready to go! The Package Includes:
 - All standard equipment

4

MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER

- One-design sail package
- Electronics wind, water and VHF installed
- Faired and sprayed bottom
- Anchor, safety and mooring package
- Freight to Alameda
- Complete commissioning Ready to go!

The West Coast fleet of J-35's has reached over 50 boats and the international fleet is rapidly approaching 300 boats. By far the fastest growing offshore one-design fleet in the world. If you're looking for civilized one-design racing in a high profile fleet you'll find the J-35 impossible to beat. The entire J-Boats team from dealer to factory to our first class suppliers (Harken, Lewmar, etc.) has worked together to create this limited opportunity for serious customers.

Call today for complete information!

Boats

2415 Mariner Square Dr. Alameda, CA 94501

(415)

522-0545

THE NATION'S LEADING BOAT FINANCING SOURCE

YEGEN MARINE

• A DIVISION OF YEGEN ASSOCIATES, INC. • BRINGING BORROWERS AND LENDERS TOGETHER **SINCE 1935**

ASK FOR JOAN BURLEIGH

(415) 523-7301

(415) 523-7389 FAX 2402 MARINER SQUARE, STE 2A ALAMEDA, CA 94501

MARINER SQUARE YACHTING CENTER A MARINER SQUARE YACHTING CENTER A MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER & MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER A MARINER SQUARE YACHTING CENTER



4

MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER



Jeanneau Sundance 36

Jeanneau Sun Odyssey 36





Jeanneau Voyage 11.50



Jeanneau 51

STERLING HAYDEN 1916-1986

MARINER'S LOG July 1986

MARINER SQUARE YACHTING CENTER . MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER

To be truly challenging, a voyage, like a life, must rest on a firm foundation of financial unrest. Otherwise you are doomed to a routine traverse, the kind known to yachtsmen, who play with their boats at sea - "cruising," it is called. Voyaging belongs to seamen, and to the wanderers of the world who cannot, or will not, fit in. If you are contemplating a voyage and you have the means, abandon the venture until your fortunes change. Only then will you know what the sea is all about.

"I've always wanted to sail to the South Seas, but I can't afford it." What these men can't afford is not to go. They are enmeshed in the cancerous descipline of "security". And in the worship of security we fling our lives beneath the wheels of routine - and some form of working activity that will yield a sense of accomplishment. That's all - in the material sense. And we know it. But we are brainwashed by our economic system until we end up in a tomb beneath a pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert our attention from the sheer idiocy of the charade.

The years thunder by. The dreams of youth grow dim where they lie caked in dust on the shelves of patience. Before we know it, the tomb is sealed.

Where, then, lies the answer? In choice. Which shall it be: bankruptcy of purse or bankruptcy of life?

> by Sterling Hayden, sailor extraordinare

From Sterling Hayden's Book, Wanderer, copyrighted 1978 and reprinted with permission and special thanks to W.W. Norton Publishers, New York, NY

Don't let the years thunder by.

TAYANA

37'

74,750

CREALOCK

.'77 78,000 .'82 109,950

'84 110,000 '89 119,500

'83 135,000

.2 from 66,000

Jeanneau 44		
SZ MAKE YR	PRICE	
20' FLICKA 2from	25,000	
23' PEARSON'86	11,500	
24' (&('78	9,000	
24' O'DAY'88	19,750	
24' DANA 2from	57,000	
25' PAC SEACRAFT 2 from	18,900	
27' O'DAY'77	12,500	
27' JEANNEAU '84	25,000	
27' ORION180	34,950	
28' ISLANDER'77	21,900	
28' ERICSON181	27,900	
29' ERICSON 4 from	14,950	
29' COLUMIBA 8.7 '78	18,900	
30' OLSON'81	15,900	

ERICSON

JEANNEAU

YACHT BROK PRACED ISTUNCS 24,950 '81 30' CAL 9.2 30,000 30' BRISTOL '84 39,500 ERICSON FREEDOM 59,500 32,000 **PEARSON** 32' FREEDOM 65,500 76,950 39,900 70,000 32' ERICSON **'77** 33' PEARSON '85 69,950 ERICSON 2from '85 75,000 34' JEANNEAU

PACIFIC SEACRAFT

FREEDOM

- CATALINA .. '83 49,950 ... (2) 99,500 LANCER .. **ERICSON** 36' FREEDOM 38' PEARSON 385 38' BALTIC ..
- 39' JEANNEAU . '82 104,750 39' HANS CHRISTIAN .'83 149,000 SANTA CRUZ. PANDA '80 115,000 '81 159,500 MORGAN O/I WESTSAIL 42' PASSPORT. '85 170,000 SLOCUM MORGAN JEANNEAU MAPLE LEAF '80 195,000 RHODES CUSTOM . '64 210,000 DONZ
- CHRIS CRAFT THOMPSON
 - FOUNTAIN
 - LUHRS

 GRAND SOLEIL 2415 Mariner Square • Alameda, CA 94501 • (415) 523-8773 • Fax 4158654382

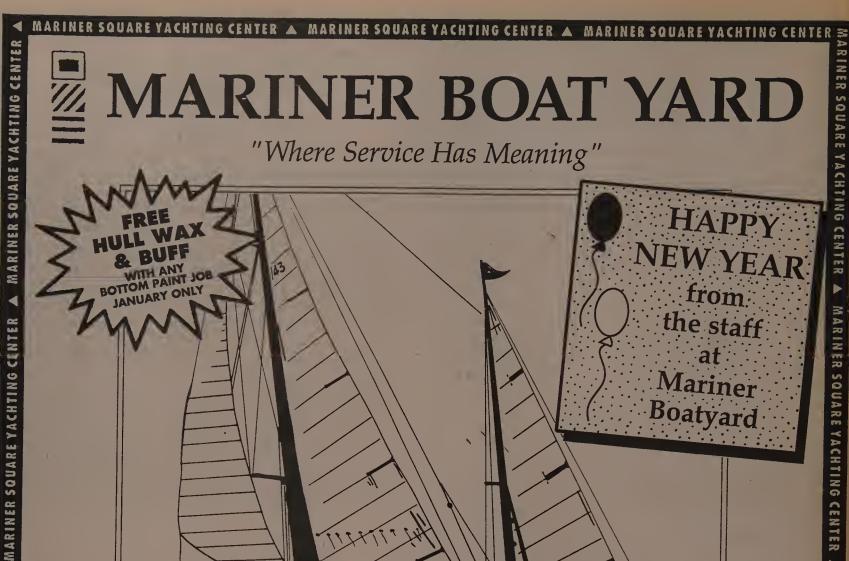
PARTIAL INVENTORY

EXPRESS

35' FANTASIA ...

MARINER SQUARE YACHTING CENTER & MARINER SQUARE YACHTING CENTER & MARINER SQUARE YACHTING CENTER

SQUARE



MARINER BOAT YARD

"Where Service Has Meaning"



Our High Standards, Quality and Workmanship Make Your Boat Safe and Fun To Use.

For All Your Boating Needs!

- Bottom Painting
- Fiberglass/Gelcoat
- Electronic Installation
- Entertainment Center
- Lewmar Hydraulics
- LPU Mast & Hull

ARINER SQUARE YACHTING CENTER A MARI

- Webasto Heaters
- Guaranteed Blister Repair
- Engine Service
- Edson Tiller To Wheel Conversions
- Rigging Repair

Pete Van Inwegen Owner/Manager

Call Now! (415) 521-6100

COME SEE US!

2415 Mariner Square Drive, Alameda, CA 94501

MARINER SQUARE YACHTING CENTER A MARINER SQUARE YACHTING CENTER A MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER







37' TA SHING FLYING DUTCHMAN, 33' DUTCH ALUMINUM SLOOP, '68.

1978. Custom built sloop, recently refit- Maintained with pride of ownership;

WEST BAY
475 Gate 5 Road, Sausalito
(415) 332-1707

Exclusive Bay Area Dealer for Newport and Gulf
American Built at
Affordable Discounted Prices

DUAL HELM PILOTHOUSE YACHTING CENTER A MARINER SQUARE YACHTING CENTER A MARINER SQUA

DUAL HELM PILOTHOUSE YACHTS COMPLETE SAILAWAY PACKAGES

Galf 29

Gulf 32





newoort 33

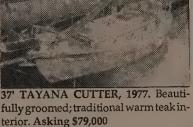
newoort 38







ted. A fast cruiser. Asking \$59,500.



48 S&S HUGHES (Canadian) Yawl, 1972. A great liveaboard or bluewater cruiser. Well cared for. Asking \$98,000.

ocean cruiser/racer. Asking \$48,000.



42' CHEOY LEE CLIPPER, 1971. Classic lines of beautiful glass & teak in an oceanworthy ketch-cutter. Asking \$89,000.



MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER A

MARINER SQUARE YACHTING CENTER

62' STEEL KETCH 1979. Spacious, ready-to-cruise, recently refitted. Asking \$198,000.



construction, tough & seaworthy. Warm interior, hull protected by cathodic system. Asking \$50,000.



37' SWEDISH STEEL KETCH, 1968. 40' DANISH STEEL PILOT-Proven ocean cruiser! Unique lapstrake HOUSE KETCH, 1981. Tough, proven, sound ocean veteran. Asking \$89,500.



1971. Fantastic live aboard w/full amenities. Room for bowling alley or ballroom in main salon. Asking \$115,000. SELECTED SAILBOAT BROKERAGE



45' COLUMBIA PILOTHOUSE KETCH PEARSON 365 KETCH, 1979. Surveyed 6/90; yacht in great shape. Asking \$52,000.

25' PACIFIC SEACRAFT, 1977. Rugged full-keel double-ender, diesel. Clean, ready to cruise. Surveyed 10/ 90. Asking \$18,900.

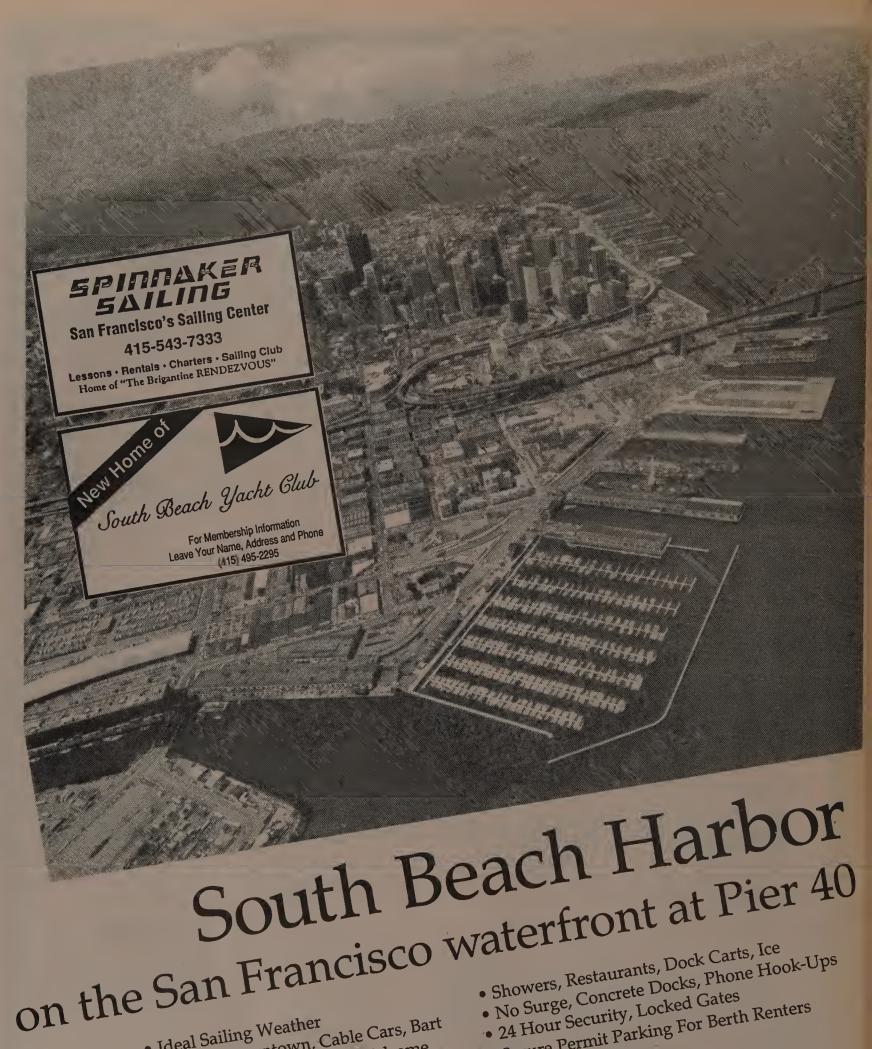


HUNTER 37' Cutter, 1984. Cruise or liveaboard. Very clean, comfortable & loaded. Asking \$59,000.

O'DAY & trailer, '88 PACIFIC SEACRAFT, '77 NEWPORT II, '81 ISLANDER, '82 NEWPORT-II, '79 VINDO, (Finnish), '74 DUFOUR, '79 GULF PILOTHOUSE. 3 from 49,000 ISLANDER, '76PEARSON VANGUARD HUNTER2 from

36' COLUMBIA (diesel), '69 44,500
38' ERICSON, '8267,000
38' *ERICSON, '8178,000
39' FREYA2 from 67,000
40' WORTH sloop, '84125,000
41' CHEOY LEE ketch, '7979,000
41' MORGAN O/I, '7370,000
43' GARDEN ketch, '77134,000
44' PETERSON, '75109,000
44' RHODES SLOOP, '5156,000
44' CHEOY LEE ketch, '81 99,000
45' EXPLORER cutter, '79 105,000
47' PERRY cutter, '81119,000
48' YANKEE CLIPPER ktch, '73 .59,900
53' ROBERTS STEEL ktch, '80 159,000
60' GAFF cutter, 191195,000
65' MacGREGOR, '87139,000
76' BALT. CLIPPER schr, '74 125,000
, , , , , , , , , , , , , , , , , , , ,

MARINER SQUARE YACHTING CENTER A MARINER SQUARE YACHTING CENTER MARINER SQUARE YACHTING CENTER A



• 24 Hour Security, Locked Gates

- Walk to Downtown, Cable Cars, Bart Ideal Sailing Weather
- 500' Guest Dock, Visitors Welcome

- Secure Permit Parking For Berth Renters

The Embarcadero at Pier 40, San Francisco, CA 94107 Harbor Master: (415) 495-4911

CALENDAR

Nonrace

December 29-January 6 — SF International Boat & RV Sale at Moscone Center, sponsored by the Northern California Marine Association. Stop by the Latitude 38 booth and say hello! For more info, call 521-2558.

January 1 — Happy New Year! Be excellent to each other!

January 5 - Music of the Sea for Children: "A special, daytime chantey sing for shorter sailors". One of many programs for kids this month at the Hyde Street Pier. Parents have to pay admission to the Pier (\$3); short sailors are free. Info, 556-3002.

January 8 - "The Ins and Outs of Yacht Insurance", a presentation by insurance broker Doug Carroll at the monthly meeting of the San Francisco Recreational Harbor Tenants Association. Golden Gate YC; 7:45 p.m.; dinner available (\$10) at 6:45 p.m. Les Goldner, 929-8596.

January 11-20 — San Francisco Sports and Boat Show at the

Cow Palace in beautiful Daly City. Info, 931-2500.

January 12 — Olson 25 Awards Dinner and Party, featuring Ed Milano's world famous pasta and clam sauce. All Olson 25 owners, crew and prospective owners are encouraged to attend. Berkeley YC; 5:30 p.m. for cocktails; dinner at 6:30 (\$7.50 in advance or \$10 at the door). RSVP to Bill Reiss, 845-6892, or Jim Morton, 946-1529.

January 12 — Catalina 27 Fleet 1 Annual Dinner and Class Meeting. Cocktails at 1730; dinner at 1830; meeting at 2000. Oakland YC. RSVP to Steve Rienhart, (408) 452-7426.

January 12-13 - Open Boat Weekend at Marina Village Yacht Brokers (Alameda). Every second weekend of the month, weather permitting. Over 100 new and used boats to inspect. For more info, contact the Marina Village harbormaster, 521-0905.

January 18, 1778 — In his third season of exploring the then largely unknown Pacific Ocean, English sea captain James Cook discovers the Polynesian-inhabited Hawaiian Island group aboard Resolution. In the fashion of the time, he named the chain the Sandwich Islands in honor of a sleaze-bag politician, the Earl of Sandwich. After replenishing his food and water supplies, Cook sailed off towards North America. A year later, after sailing through the Bering Strait only to encounter an impenetrable ice wall at 70.5°N, Cook returned to Hawaii to thaw out and once again refit the Resolution and the Discovery, the other ship under his command. Upon rowing ashore, Cook was mystified to find himself



Imagine, if you will: 'Take Off, a Laser 28, chases 'Twilight Zone'.

greeted with ceremonies and gifts: he didn't realize that his "second coming" was predicted in Polynesian legends, and that the natives had confused him for some kind of god. At the urging of their chiefs and priests, the Hawaiians showered Cook and his men with gifts such as golf clubs, surfboards and red Ferraris. Soon, everyone's American Express cards were maxed out and the situation turned really, really ugly. More next month.

January 18 - "Sail Trim": Tips from the experts at the North Sails loft in Alameda using their award-winning video, "Trim for Speed". Hosted by the local Catalina 30 fleet at Encinal YC; 8

EVERTRY ROWNG?

It's the best aerobic exercise you can find. No strain, no pounding—just a gentle rhythmic workout for chest, back, arms, stomach and legs. Fitness is fun on the water. Call and let us mail you a copy of a colorful new booklet that tells all about it.

POSITIVE STROKES ROWING

featuring
Alden Trimline Maas Shells

Instruction

Rentals

(415) 523-9713

Ballena Isle Marina · Alameda

P.O. Box 2705, Alameda, CA 94501



Ronald R. Romaine

51 Bay St. San Rafael, CA. 94901



ROMAINE YACHT SERVICES

Complete Marine Electrics Ample - High Amp Specialist Electronic Installations · Consulting Compass Adjustment

MARINE DIESEL ENGINE SEMINAR

Learn how to operate, maintain, and repair your diesel engine. Get hands-on experience adjusting valves, timing an engine, bleeding the fuel system, diagnosing problems and making repairs. Programs held on Saturdays. For more information:

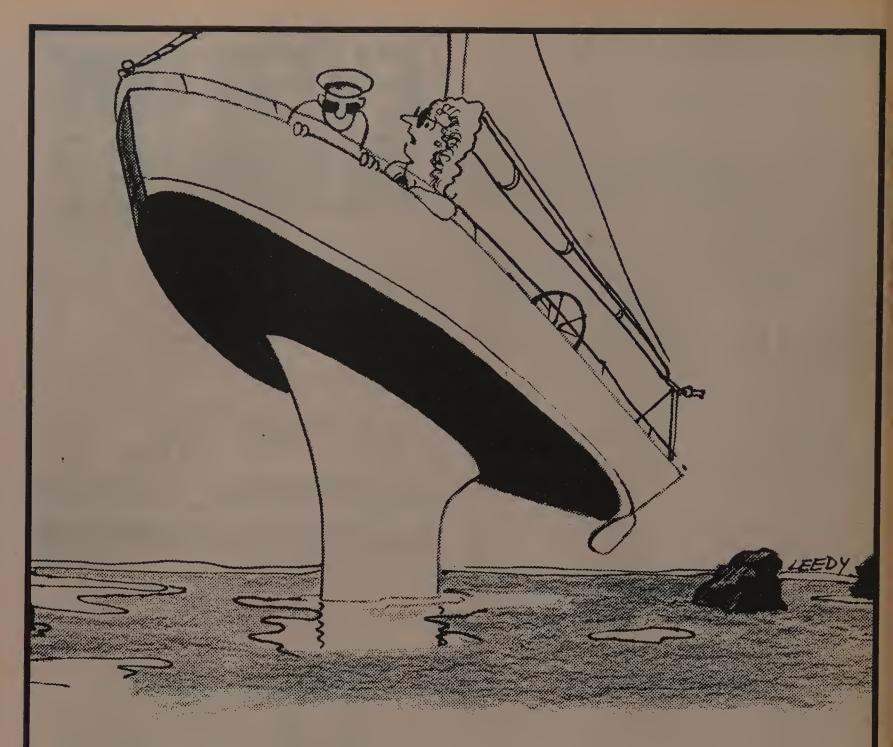
Technical Education Institute (415) 233-3623

• 8 hr diesel engine seminar

16 hr expanded program for cruising self-sufficiency

📕 Soon to be in Southern California 📕

Approved by California State Superintendent of Public Instruction.



"Nice going. I certainly hope you're insured with Sedgewick-Trigbee."

TEDRICK-HIGBEE

INSURANCE SERVICE

The name to try to remember in Marine Insurance.

Call Duane, Kevin, Doug or Pat (415) 523-3435 (800) 647-2025

P.O. Box 567 Alameda, Ca. 94501-0007

CALENDAR

p.m.; open to all sailors; free. Seth Bailey, 521-4780.

January 19 — "Sausalito Boatbuilding", a history lecture, film and booksigning. Capt. Walter Jaffee, author of *The Last Mission Tanker*, will present the 45-minute film *Tanker*. J. Porter Shaw Library (SF Maritime Museum); \$4 admission; 8 p.m.; Lynn Cullivan, 556-0532.



Midwinter squeeze play — both Catalina 30s were nailed barging.

January 19 — "Stainless Steel — Its Use in Metal Boats", the first seminar in San Francisco by the Puget Sound-based Metal Boat Society. Doug Knight of Sierra Yachtworks will lead the seminar at 4521 18th St., San Francisco. RSVP, 863-1808 after 7 p.m.

January 20 — Sailing Network, a chance for skippers and crew to make connections. MYCO (55 Embarcadero Cove); 4-7 p.m.; \$2 at the door to cover costs; Lynne Orloff-Jones, (707) 557-4648.

January 26 — Northern California Youth Sailing Association seminar on "How to run a junior sailing program using the USYRU guidelines". Anyone interested in junior sailing is invited to the San Francisco YC, 10 a.m. 'til noon (or later). Patrick Andreasen (347-0259 before 9 p.m.); Hal McCormack (892-7177) or John Walsh (435-9327).

January 27 — The Superbowl, aka "The America's Cup of Football".

February 1 — "Tall Ships in the Carribean", a free slide show by Peter McGroarty. Stockdale Marine Theatre (Sacramento); 7:30 p.m.; (916) 332-0775.

February 2-3 — YRA Protest Management Seminar at Encinal YC. 9:00 a.m both mornings; no charge; lunch available. For entry forms, call YRA (771-9500).

February 2 — Sail a Small Boat Day. Last year, over 150 people sailed I-14s, 505s, Laser IIs, FJs, El Toros and other dinghies at this popular free clinic hosted by SBRA (Small Boat Racing Association) and Richmond YC. Details forthcoming. Vince Casalaina, 841-8524.

February 13 — "Celestial Navigation", a free seminar by Gale Stockdale. Stockdale Marine Theatre (Sacramento); 7:00 p.m.; (916) 332-0775.

February 13-17 — Second Annual San Jose Boat, Sport and RV Show. Dee Godbey, 521-2558.

February 14 — "Coastal Navigation", a free seminar by Richard Winter. Stockdale Marine Theatre (Sacramento); 7:00; (916) 332-0775.

February 23 — YRA Race Management Seminar for CRO (Certified Race Officers) candidates. Golden Gate YC; 9 a.m. 'til 4:30 p.m.; free; lunch available. Kirt Brooks, 284-7041.

Racing

January 1 — Master Mariner's Texas Chili Sprint Race, the traditional way to start the New Year for the woodie crowd. The race starts at noon near Blossom; engines may be switched on at 1:30; finish line and chili party at the Sausalito YC (marconis bring

6.9 % FINANCING ON NEW BOATS*

*To qualified buyers, some restrictions.

Best Buys With Our Locator Service



NEW 1991 CS 34. Complete with furling, electronics, 2 staterooms, shower, diesel & more. At 6.9% financing, order yours for \$612 per month.



47' S&S. Extensive gear, new paint, two private staterooms. Reduced \$20,000 to \$79,500.



S&S 48. Gorgeous F/G hull with new paint, twa private staterooms. Great liveaboard. Steal at \$98,500.



45' STEEL CUTTER. Pullman berth, generator, refers, loaded and bristol. Priced to sell at \$117,500.



ISLANDER FREEPORT 41. Great liveaboard. New hull paint, cushions & rigging. Best one around. Try \$76,000.



TARTAN 37. Beatiful boat, excellent S.F. Bay boat. Asking \$78,000.



C\$ 36. Go cruise! A/P, autoheat, 6 sails, radar, dodger. New listing, only \$69,500.



VALIANT 32. Clean, bristol canditian. Diesel engine. Only \$49,500.

BROKERAGE SPECIALS

SAUROATS	SAILBOATS — continued	SAILBOATS - continued	POWERBOATS — continued
27' (45 2.27 18 500	32' VALIANT '77 49 500	47' SPRKIAN SIVNSY3 88,500	42 UALIFUKNIAN, /4 127,304
20' TANCED 14 500	22' PANGER 27 500	28. CRZERW ZEFFC 8/152'000	42 GRANU BANKS, 01 175,04
28'+ERICSON, '82 28,000	35' CANTANA 49 000	118'SCHOONER '22 345,000	48' CHRIS CRAFT, '85 210,000
28' SAN JUAN, '79 17,000	34' KI EREEDORT '70 70 500	POWERROATS	51' BLUEWATER, '86 186,000
20 SAN JUAN, 77 17,000	36' CS, '79	25' CAPVER '88 40 000	52' PT COCKPIT, '87 335,000
29 (&C, 7932,500	36 (5, 79	73 OUKIEV, 80 40,000	AN' CHRIS ROAMER 100 DOG
30' CAL, '8339,500	36' CS 5D, '83	25 BATLINEK, 00 30,000	to cubic coate 174 405 000
30' 52, '8240,000	39' LANDFALL, '79 75,000	28. COOPER, 87 38,500	101 VIIII COAFI, 74.473,000
30' NEWPORT 28,000	40° CS	30' COOPER, '88 66,500	62" WHEELEK PH, /1.165,000
30' NEWPORT, '77 27,500	41' ISLANDR FREEPORT 76,000	30' WILLARD YEGA, '74 42,500	
30' CAPE DORY 77 500	44' PETERSON, '75 120,000	34' 51LVERTON, '90 109,000	
31. IBM181 .84 W8 UUU	45' H.C, '76 137,000	35' COOPER '88 94,500	
31 IAHH, 04	44' CARDEN VICH '72 140 500	36' CARVER, '85 114,500	
	40 DANDER KICH, 73147,300	OF CHILLY OF SHIRL FITTING	

SALES & RENTALS WORLDWIDE

DATINA.

YACHT CENTER, INC.

(415) 451-7000 1-800-262-5959

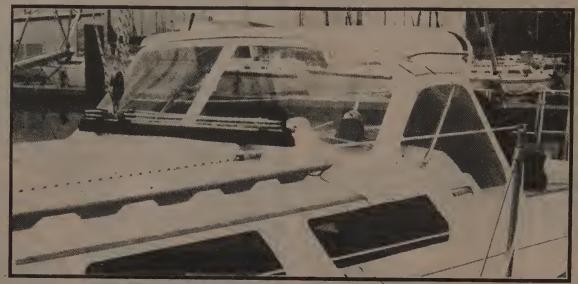
11 Embarcadera West #100, Oakland, CA 94607 2025 CLEMENT AVENUE ALAMEDA, CALIFORNIA 94501



(415) **521-1829**

SAILCOVERS
BOAT COVERS
ENCLOSURES

DECK
AWNINGS
HATCH
COVERS
SUNSHADES



INTERIOR AND EXTERIOR CUSHIONS

CUSTOM
WORK OF
ANY TYPE AS
WELL AS ALL
SUPPLIES FOR
THE HOME
CANVAS
MAKER

PACIFIC COAST CANVAS IS COMMITTED
TO DESIGNING AND BUILDING THE FINEST <u>DODGERS</u>
AVAILABLE TO THE MARINE MARKET





not just a single design formula to fit everyone.

At Marion we take a different approach to the design and construction of sails. We're interested in your performance expectations, your sailing style, and where you intend to sail.

Put our knowledge and experience to work for you. Call the experts at Marion about your individual sail requirements.

For New Sails call: Dick Pino & Howie Marion For Repairs & Recuts call: Bill Colombo For Dodgers & Canvas call: Nan Gray



(415) 523-9411

SAILS BY MARION: Sails, Recuts, Repairs, Canvas Loft: Alameda Marina, 2035 Clement Avenue, Alameda CA 94501 Mail: P.O. Box 4014-281, Alameda, CA 94501



NOW RE-OPEN!

in Our Newly Remodeled Store

Lots of New Titles

Come See Us!

The most comprehensive selection of maritime books and gifts in San Francisco.

Located with the Collection of Historic Ships at Hyde Street Pier Across from the Cannery

(415) 775-BOOK

10 a.m. - 5:30 p.m. daily

CALENDAR

chili; gaffers bring salad and bread). Pat O'Daniels, 522-1111.

January 13-18 — Audi Yachting Race Week at Key West. Sub-tropic sun, high caliber racing and Key West socializing have made this into a world-class regatta in only its fourth year. Roger Kennedy, (502) 895-5054.

January 26 — SSS Three Bridge Fiasco. Singlehanded and doublehanded tide fighting sponsored by the Singlehanded Sailing Society. Pat Zajac, 232-9965.

February 1 — 11th Biennial Puerto Vallarta Race, a 1,125 mile race that bills itself as the "longest international race originating in the continental United States." Del Rey YC, (213) 823-4664.

February 23-24 — Big Daddy Regatta. When will these yacht clubs learn not to schedule races on our deadline weekend? Richmond YC, 237-2821.

March 2-3 — Spring Dinghy Regatta. StFYC, 563-6363.

March 9-10 - BYC/MYCO Midwinters Champion of Champions Regatta. Bobbi Tosse, 939-9885.

May 4-5 — Vallejo Race, aka the Season Opener. It's closer than you think! (YRA master calendars will be available in mid-

July 7 — MYCO's Catalina Race. Tony Fraga, 865-3994.

Midwinter Race Series

BERKELEY/METROPOLITAN YC - 1/12-13, 2/9-10; Kirt Brooks (284-7041) or Bobbi Tosse (393-9885).

BERKELEY YC — "Chowder Races"; 1/26, 2/23. Paul Kamen, 540-7968.

CORINTHIAN YC — 57th Annual Midwinter Regatta: 1/19-20, 2/16-17; CYC, 435-4771.

ENCINAL YC — "Jack Frost Series"; 1/19, 2/16, 3/16; John Hughes, 523-7132.

GOLDEN GATE YC — "Manny V. Fagundes Seaweed Soup Perpetual Series"; 1/5, 2/2, 3/2 (the latter is a make-up race for the 12/1 abandonment); GGYC, 346-BOAT.

LAKE MERRITT SAILING CLUB — "Edna Robinson Midwinter Regatta Series"; 1/12, 2/9, 3/10. Jim Kearney, 582-

MONTEREY PENINSULA YC — "Perry Cup Series"; 2/2, 3/2. Two races each day. Jack McAleer, (408) 624-2481.

OYSTER POINT YC - 1/26, 2/23, 3/23. Lynda Malloy, 952-

RICHMOND YC — "Small Boat Midwinters": 1/6, 2/3, 3/3. Kim Desenberg, 523-8330.

SANTA CRUZ YC — 1/19, 2/16, 3/16. SCYC, (408) 425-

SAUSALITO CC — 1/26, 2/23; SCC hotline, 332-9349.

SAUSALITO YC — 1/12-13, 2/9-10, (3/9 make-up); SYC,

SIERRA POINT YC — 1/12, 2/9, 3/9. Steve Sears, (408) 725-

Please send your calendar items by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

> Sorry, the tides have been cancelled for January. The Bay will remain at slack water until further notice.



On the Harbor - Santa Cruz





FREE ADMISSION • NO COVER





O'NEILL YACHTS SAVINGS

Call us crazy, but this year we're not offering you any January boat show savings. Instead we're offering you something better- O'Neill Yachts Savings. As with last year, we decided not to participate in the San Francisco Sports and Boat Show and pass the savings on to to you. After all, it costs a lot for us (and for you) to attend the show and then we find because of the pushing and crowds that we don't have time to sit and really talk with interested customers about their needs and desires. Instead we would like to again extend our invitation to skip the crowds and visit Santa Cruz where we can talk comfortably; discuss your interests and offer you tremendous winter savings. Additionally, with every purchase, we offer you a full mini-vacation in'Santa Cruz with hotel and dinner. Visit us in Santa Cruz, it's simply a more enjoyable way to buy a boat.





BAYLINER 32, '88. A rare find! Only 80 hrs on twin turbo dsls. Well equipped with radar, 2 VHF radios, 2 DS's, much more! \$66,500.

SEAHORSE 36. "Pristine" trawler. Radar, Loran, DS, full galley w/refng, h&c water, propane, aft stateroom, turbo dsl.

O'Neill Yachts - Providing Consistent Quality Boat Dealership for Monterey Bay



2222 EAST CLIFF DRIVE · SANTA CRUZ, CA 95062 (408) 476-5202

FCAL

The Boaters Discount Supermarket

HAPPY NEW YEAR!!

Thanks For A Great 1990 – We Look Forward To Serving You In '91



FULL SERVICE YARD

- A yacht quality woodworking shop
- Excellent fiberglass repairs
- Complete engine and electrical service
- 80 ton elevator
- 35 ton travelift



COMPLETE MAST & RIGGING SHOP

- Wood and aluminum
- Navtec rod rigging
- Furling Systems
- Swaging
- Wire to rope splicing

SVENDSEN'S CHANDLERY Marine Supplies at Discount Prices

Over 33,000 Items in Stock • Friendly, Resourceful & Professional Employees



THIS COMBINATION WILL REVOLUTIONIZE **BOATING PLEASURE** FOR YOU.

CANAFLAME

List \$295.00

Our Price \$269.00





Inverters / Chargers

Inverter-Charger Inverter-Charger Inverter

1800 watt 12V 2800 watt 12V 600 watt 12V

List \$1800. \$1566.00 2875. \$2501,25 600. 522,00

1851 CLEMENT AVENUE ALAMEDA, CA 94501

(415) 521-8454

OPEN TO SERVE YOU M-F 8-5:30 SAT 8-5 **SUN 9-4**

LETTERS

UÎHOW CAN A MATURE BOATER NOT KNOW?

A loyal reader of many years as well as a new subscriber, this is my first letter. While reading Jean Nicca's November issue account of the Coast Guard doing a wonderful job after his boat filled with water during an afternoon outing, I became somewhat puzzled. Nicca said he went down below only to discover that there was water "over the floor boards."

Why? How can a mature boater allow water to get as high as the cabin sole without his knowing it? I'm constantly amazed to hear of the number of boaters who suddenly find their boats sinking or sunk, while underway or at the dock, due to the failure of a thruhull hose or other below waterline fitting.

Don't these folks know there is a relatively inexpensive way to avoid having such a nasty surprise? The solution is the installation of an inexpensive (less than \$3 at most electronic shops) audio alarm to the bilge pump float. When the water rises, the alarm sounds to alert you to the fact that your bilge pump is operating. It's when the bilge pump first comes on that one should determine the source of the water, not when the water is above the cabin sole. Such an alarm might also alert neighbors to such a problem if you're away from the boat.

Such an alarm should be wired through a low current switch so that the alarm may be shut off after it becomes annoying.

One time I noticed that the 1-inch diameter discharge hose on the primary bilge pump of the Peterson 44 Persistence was a halfinch smaller than the hoses connected to my boat's thru-hulls. Thus I knew I'd be in big trouble if one of the larger hoses should let go. The smaller bilge pump would simply not keep up with the water coming in. So I added a much larger pump and discharge hose (calculated for the correct flow capacity) on a separate 12 volt circuit with a float switch a few inches above that of the primary (smaller) pump circuit. I also added an alarm and cut-out switch to

I am happy to say that this new system works just great. It passed its first test when it got me up one night after a fresh water hose had come off and the pressure pump unloaded 60 gallons of

water into the bilges.

P.S. I am in the process of preparing my Peterson 44 for an extended world cruise, and Latitude has been a tremendous aid in the process. I learn to avoid problems by reading stories such as

Mr. Nicca's and deciding how I can prevent them.

P.P.S. I was delighted to read that Mr. Nicca praised the Coast Guard. It's about time the boating public realized that the Coast Guard does come to our rescue when we need help. I put in three years with the Coast Guard and loved every minute of it. By the way, I have also been boarded by the Guard (60 miles off Turtle Bay, Mexico) and found they were considerate of both my boat and crew.

Ron Weesner Peterson 44, Persistence

Readers — Learning from the misfortunes of others; that's good thinking.

Nonetheless, we're curious about your apparent belief that upsizing your boat's bilge pump and bilge hose will be enough to stem the potential inflow of water. According to naval architect Lee Helm, an a $1\frac{1}{2}$ hole one foot beneath the waterline lets in as much as 44.3 gallons of water per minute; a similar hole three feet beneath the waterline lets in about 76.6 gallons per minute. You didn't mention the capacity of your new pump, but the biggest one commonly stocked has a capacity of 3500 gallons per hour — or about 1,000 gallons per hour short of what could come through a $1\frac{1}{2}$ hole. If you really plan on keeping up with such a potential



AND BINOCULARS



7x50 Admiral Gold Steiner's Brightest

The 7x50 Admiral Gold features Steiner's new CAT (Color Adjustment Transmission) lenses for the highest possible light transportation. Waterproof and available with or without in-

tegral compass.

Weathermatic Binoculars

Minolta Weathermatic Binoculars are sealed with O-rings to make them waterproof, making them perfect for water sports and all outdoor applications. They also feature multi-coated optics and rubber coating for extra ruggedness. Available in black and high-visibility yellow.

7x42

7×50

10x40



Weathermatic Dual

World's first all-weather auto-focus 35mm camera

with dual lenses. Motorized standard and telephoto lens selection

• Precise infrared auto-focusing on land, focus free operation underwater

Minolta USA Warranty Included

BERKELEY 2990 7th Street 845-3000

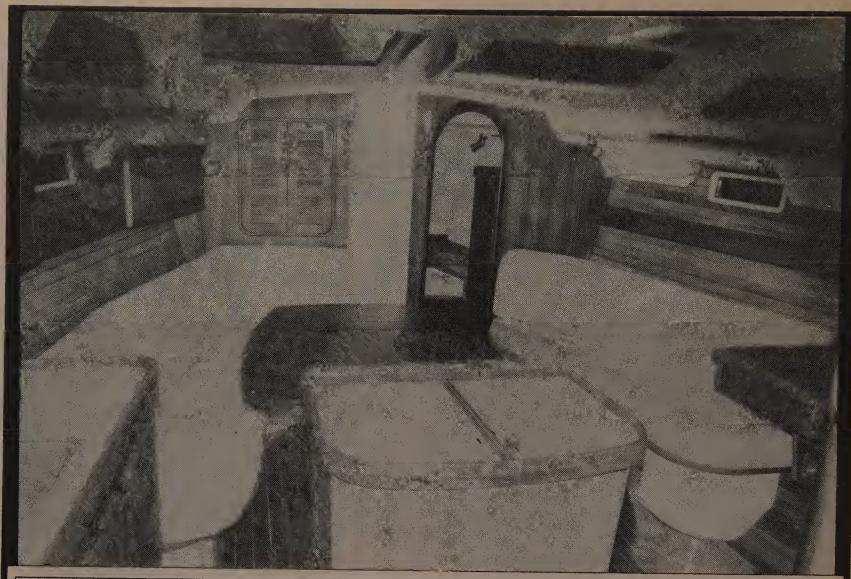
SAN FRANCISCO 401 Bayshore Blvd. 285-5244

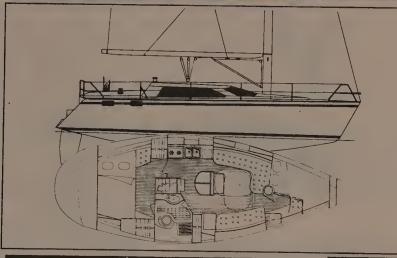
SAN RAFAEL 863 E. Francisco Blvd. 459-3533

CONCORD

Willows Shopping Center

SAN MATEO Fashion Island Shopping Center 578-9200





INTRODUCING THE NEW VISION 36

THE MOST EXTRAORDINARY NEW 36' BOAT AFLOAT

The latest in spacious comfort and technical advancement. This innovative design combines a free standing rig with a bulb wing keel to provide the best in sailing performance and simplicity.

20' Balboa '75 w/trlr 4,500	Selected Brokerage	34'	Hunter, '8344,995
26' Excaliber, '66	27' Catalina, i/b, '7611,495 31' Hunter, '8337,000 27' Hunter, '7812,950 32' Ericson, '6925,995 30' Newport MkIII39,995 32' Vision '89 62,500	36' 37'	Catalina, '84

Used

	ON SALE	
17'	Aquasport w/trlr7,995	
22'	Catalina, '70*2,995	
22'	O'Day, '86*7,995	
23'	Hunter, demo 13,295	
25'	Catalina, '78	
28'	Islander, '7821,995	
* include trailer & motor		

(415) 232-7999



SERVING SAILORS FOR 28 YEARS

BRICKYARD COVE • PT. RICHMOND

SEE US
AT THE
MOSCONE
BOAT SHOW

CALL 1-800-321-TWSC

NEW LOCATION

NEW LOCATION

IFTTFRS

leak, you're going to need a 'crash pump' that mostly likely runs directly off the main engine or generator or from 110v power.

The best solution seems to be being alerted to the problem early so that water can be stopped from coming in. The bilge alarm tied to the float switch is, of course, a great idea. Given the fact that float switches haven't the greatest reputation for reliability, we're wondering if any readers have experience with other types of simple bilge alarms.

UNION AS CHALLENGING AS THE BAY

Well, you did it.

Here I was, settled into work at Aloha magazine in Honolulu and keeping myself busy at the Waikiki YC and different friends' houses. I wasn't missing the Bay at all. Then my friend Van Fowler, owner of a Swan named Zeus, left a copy of the November Latitude when he left town.

All of the sudden I started missing all my friends from the Bay and even my foul weather gear. I think it was the article on the Big Boat Series that really got me, as I had been part of the Pazzo Express team. So I give up! Enclosed is my subscription.

The sailing off Honolulu is fun, but nowhere near as challenging as the Bay on an ebb chop day. A belated happy holidays and Mid-

> Chutzpah Crew In the Pacific Cup Honolulu, Hawaii

UNDOUSING FOR WHALES

Several people have written about whales causing problems for cruising or racing boats, but this spring I had the opposite kind of experience with one off Santa Cruz. While windsurfing near Natural Bridges Park, I noticed a boatload of people watching a whale about a quarter of a mile away. I put down my sail, sat on my board and proceeded to ask the whale some questions. (I have been working with whales a lot during the last two years and have been obtaining 'yes' and 'no' answers from them using a dousing technique l've developed).

"Are you a grey whale?" I asked.

"Yes," was the response.

"Do you mind if I call you George?"

"No," responded the whale.

Suddenly an explosion rocked the water behind me and almost knocked me off my board! It was George, who had surfaced and proceeded to swim two circles around me while I continued to ask him questions and get answers.

It was a great experience for me and the people on the whalewatching boat. I plan to continue my activities in Florida and Hawaii this winter. Whales — and other animals — seem to be very interested in anyone who can understand them.

If anyone with a boat - preferably a large catamaran to keep up with the whales — would like to participate in whale communication studies this winter, please contact me at the address and/or phone number below.

Bill Bennett New World Institute

595 Hillcrest Drive, Felton, 95018 (408) 335-3621

Bill — We know what you mean. One day our son was fooling around with a horse at a nearby stable and the horse said, "I like your shoes." And to think that some people believe Mr. Ed was the product of somebody's imagination!

One caveat about your whale communication studies. There are state and federal laws that severely restrict how close you can approach and how you can interact with whales. You don't want to

get busted.



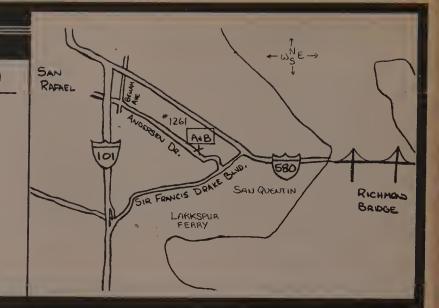


=/-**|||**||||||

A&B INDUSTRIES INCORPORATED

1261 Andersen Dr.
Suite C
San Rafael, CA 94901
(415) 258-9300 • Fax (415) 258-9461

CALL OR WRITE FOR FREE 80 PAGE CATALOG



ABI INVENTORY BLOW-OUT SALE!!

Friday, February 1 9 am - 5 pm

and

Saturday, February 2 9 am - 3 pm

SAVE 50% AND MORE! On overstocked, discontinued, and cosmetically flawed QUALITY marine hardware.

• BRONZE • BRASS • CHROME • TEAK • STAINLESS • • ANCHORS, WINDLASSES, COWL VENTS, CHAIN & MORE ••

Nearly everything you need for your — Yacht — Sailboat — Powerboat —

SHOP EARLY FOR BEST SELECTION

LETTERS

UNRIGHT NOW I'M LOOKING FOR A SUITABLE BOAT

Once again I have missed the Latitude 38 Cruising Kick-Off Party. The one time I did make it was back in 1985. It was a gas, although I must admit I did feel a little out of place. I had recently arrived from Alaska by way of Bellingham aboard my vintage Cal 25. Gazing at the beautiful boat bunnies hooking up train rides, I couldn't help but wish I was an engineer rather than riding a burro. Oh well, the Volga boat man (read that vulgar) who propels his Cal with 10-foot sweeps doesn't cut a very romantic figure compared to the Errol Flynn-like guys at the helm of crewed yachts.

No matter, as *Skybird* served me well while in Mexico and for three subsequent years in San Diego. Unfortunately, an accident resulted in three collapsed discs early this year. Out of work as a heavy equipment operator and waiting for State Disability to quit screwing around, I had to sell my little boat for next to nothing. I moved to Eureka and am now enrolled at Humboldt State. After graduation, my beautiful island wife and my new son will return to her home on Cebu in the Southern Philippines.

The Cebu area of the Philippines is virtually unknown to Americans. Every sailor can tell sordid tales of nights in steamy Manila and of the beauties of Baguio. And Mindoro, Leyte, and Mindinao dimly remind us of the war in the Pacific. However, not many are familiar with Palawan, Panay, Negros, Cebu or the thousands of islands that make up that beautiful archipelago. My wife's home, Pinamungajan, is just 30 miles from Cebu City, the second largest in the Philippines. When I visited I was just the second American to walk those streets since 1945. What a joy to find that the only toxic waste in the area was a byproduct of a neighboring pig's digestion.

Right now I'm looking for a suitable boat for my family to

liveaboard and then sail to the Philippines.

Forest Whitney Eureka

Forest — We'd be most interested about hearing about cruising in the Philippines once you get their with your boat.

But please, go easy on the mixed metaphors. "Boat bunnies hooking train rides" — that's not only offensive to the women who were at the Crew Parties, it's mind warping. Especially when you toss burros and engineers in the same sentence about (supposedly) sailing.

Uno wonder cook couldn't find de fuca

Whilst sitting out hurricane force winds off the west coast of Vancouver Island this fall at Neah Bay, this British yachtsman delighted in reading an 1846 printing of *The Voyages of Captain Cook*. I quote one entry made while at Madeira off the coast of Spain:

"We took on 270 pounds of fresh beef, a live bullock charged at 613 pounds, 3,032 gallons of water and ten tons of wine; and in the night, between Sunday the 18th and Monday the 19th of September, we set sail in prosecution of our voyage."

Ten tons of wine!!! According to my rough calculations, at eight pounds a gallon, this would be equal to 2,500 gallons — a sizeable 'ration'.

Reading on, I was puzzled as to how Cook managed to miss the Straits of San Juan de Fuca. He did, after all, discover Cape Flattery. Once again I quote:

"Between this island or rock, and the northern extreme of the land, there appears to be a small opening, which flattered us with hopes of finding a harbor. These hopes lessened as we grew nearer; and, at last we had some reason to think that the opening was closed by low land. On this account I called the point of land to the north of it 'Cape Flattery'. It is in this very latitude where we now were that geographers have placed the pretended Strait of San Juan de Fuca. We saw nothing of it; nor is there the least

WORLD YACHT CENTER

dealers for ans.



IF YOU MISSED THE BOAT LAST YEAR...DON'T DESPAIR!



Order any new Hans Christian or C&C yacht by Jan. 31, and we will pay your 10% luxury tax!!

SELECTED BROKERAGE



C&C 34+
1991 model. Faster and roomier
than most 40-footers. Must see!
Make offer!



HANS CHRISTIAN 38T 1980. Popular MKII interior. Reduced to \$104,500 Sistership



HANS CHRISTIAN 38T 1977. Over 10K in recent

upgrades.

A steal at \$79,950



HANS CHRISTIAN 43T
1979 ketch with liveaboard
amenities.
\$119,000



WORLD YACHT CENTER

1070 MARINA VILLAGE PARKWAY ALAMEDA, CA 94501 • (415) 521-5636

PRODUCTS AND SERVICE YOU CAN COUNT ON

9000 Alternator

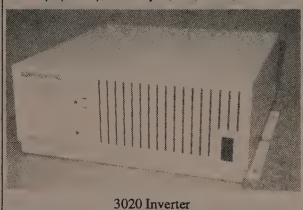
TRUE HIGH OUTPUT MARINE ALTERNATORS

- Charge your batteries quickly and safely
- · A must for boats with refrigeration or inverters
- Get the output you need from idle to cruise RPM
- 20 Models from 65 to 200 amp (12 and 24 volt)
- New 90 series, direct replacement for Japanese and other imports, in 6 outputs, 80 to 140 amp.
- Patented dual output models automatically charge 2 banks of batteries. Complete with digital high performance adjustable regulator sensing both battery banks.
- Super tough high temperature white finish.

NEWEST INVERTER TECHNOLOGY

Inductive waveform design can effectively run a 16,000 BTU air conditioner or refrilgeration unit. Will not harm motors, like most units presently available.

The BALMAR 3020 may be for you.
P.S. It will also run your microwave (now, fast popcorn), hair dryer, TV, tools, etc.



DCM 2000



Displays AMP hours left, in numbers, in percentage, in hours & in minutes...plus; Amps coming or going, Volts to hundredths, Battery & other temps, Built-in alarm system. Push the button and all the information you need appears.

NEW 9500 TWO PART ALTERNATOR SYSTEM

- Up to 200 amp, but cool and reliable.
- Special three phase alternator delivers > power without heat to the patented converter.
- Fan cooled converter can be placed anywhere and heat can be ducted overboard.

ducted overboard.
 Perfect for use with large inverters or large battery banks where sustained output is needed.



POWER CHARGER/AQUAPACS

Combination power source. Diesel powered 4 to 15 HP, liquid or air cooled, wet or dry exhaust. Economical and efficient to operate. Add comfort, safety and convenience, whether

coastal or offshore.

- DC 80 to 200 amp
 Watermaker, 5 40 gals. of pure fresh water per hour.
- Drives refer. compressor for holding plate systems
- Scuba compressors pumps



THE DCM 2000 IS

THE MOST USEFUL TOOL SINCE BATTERIES APPEARED.

Tells you how long you can use your DC power before recharge is

needed. User friendly for beginners, lots of tricks for the experts.

Not an amp counter or monitor, but a mini computer which predicts actual time left adjusting for temperature, battery age and other high tech features.

We still have those dual stage, deep cycle battery chargers, S/S water heaters, galley stoves, diesel cabin heaters, multi-lites, a great line of water systems and more.

BALMAR'

36 PAGE CATALOG WITH INSTALLATION DRAWINGS, US \$2., FOREIGN \$5.

PRODUCTS INC 1537 NW Ballard Way, Seattle, WA 98107 (206) 789-4970 - FAX (206) 784-0878

LETTERS

probability that ever any such thing existed."

Cook then sailed north to Nootka Sound on Vancouver Island,

a far more difficult entrance in any weather.

In past years I have experienced all types of weather near Cape Flattery, but not once would it have been possible to miss the straits. This is due in part to the tides and winds which blow either in or out of the straits.

Then again, I didn't have 2,500 gallons of wine on board — or what was left of it!

> Mike Wilson Yacht Bries

Mike — Despite having missed the Straits of San Juan de Fuca, Cook certainly ranks as one of the five greatest explorers in history. If he was skeptical about the existence and/or location of the straits, it was with good reason. Cook was forever having to correct the maps of previous explorers and disprove the existence of theoretical land masses. And while Cook spent some six years of his life blindly exploring waters white men had never seen before, he did so safely despite having only the most rudimentary navigation equipment.

As for the 2,500 gallons of wine, you have to realize that each British seaman of the era was allotted two pints of rum each day. Given a complement of 50 men for a multi-year voyage of exploration, 2,500 gallons actually seems cutting it a little thin.

UNWHAT'S UP IN BOTTOM PAINTS

Recently I was paging through the October '85 issue of Latitude when I came across an article on a new 'miracle' bottom coating that was very slippery and non-toxic. It was being tested on some of Dave Garrett's charter boats.

To my knowledge the world of bottom paints hasn't been revolutionized since then. How about a follow-up article on that product as well as what is available in bottom paints now that the Prop. 65 regulations have taken effect in California?

How, for example, do the new products compare with the old

ones in performance and durability?

Is there a viable replacement for Micron 33 yet?

What about teflon paints? If nothing sticks to it, how can it stick to a boat?

Mike Mannix Oakland

Mike — We spoke to Carl Nelson of Nelson's Marine in Alameda to find out what's going on. He tells us that the latest in super slippery, somewhat non-toxic bottom coatings is pure silicon. International Paints has such a product that's currently being tested on a couple of Coast Guard vessels. One big problem seems to be application of the product; spraying it causes a kind of silicon pollution on nearby surfaces and can cause silicosis of the lungs.

Odd as it might sound, it appears that it's going to be the nuclear power industry that is going to find the solution to non-toxic bottom paints. They've got a terrible problem with barnacles growing on the inside of water intake pipes, barriacles that when they break loose can cause more trouble than a thousand anti-nuker protesters. So it's a big priority of that industry to solve that problem. When they solve it, it should transfer over to the marine

As for Prop. 65, it basically eliminated almost all sloughing paints such as Copperlux. All tin paints got the boot, too, except for boats over 84 feet in length. (Why the exception at 84 feet? Because it gives Coast Guard and Navy ships a big loophole to sail

through.)

Carl says the most popular replacements for Micron 33 are Micron CSC, which is a co-polymer and a similar Awlgrip copolymer. Nelson reports they are as good as Micron 33 with the

· NAVIGATION

475 Gate 5 Road, Sausalito, Ca 94965 (415) 331-6513

- BINOCULARS
- **BOOKS**
- **SEXTANTS**
- **COMPASSES**
- **SHIPS CLOCKS**
- **ALMANACS**
- **COAST PILOTS**
- **CALCULATORS**
- BAROMETERS
- **TIDE LOGS**
- **LIGHT LISTS**
- COMPUTERS
- **NAUTICAL ANTIQUES**
- **YACHT DELIVERY**



COMPASS SWINGING AND REPAIR

• CHARTS IN STOCK •

San Juans to Panama - Wash. - Oregon - So. California Hawaii - Mexico - Costa Rica - South Pacific

All charts sold with latest corrections at no charge

CLOCK & BARON

50% OFF

ONE MONTH ONLY

- SOLID CAST BRASS CASES
- 4 1/2" CASE 3 1/4" DIAL
- SEIKO QUARTZ MOVEMENT
- HUGER BAROMETER
- BEVELED GLASS



CLOCK -



BAROMETER - \$79

SET - \$129

THIS IS A GREAT DEAL **NO KIDDING!**

NAVIGATION COURSES

REFRESHER COURSES — INDIVIDUAL TUTORING

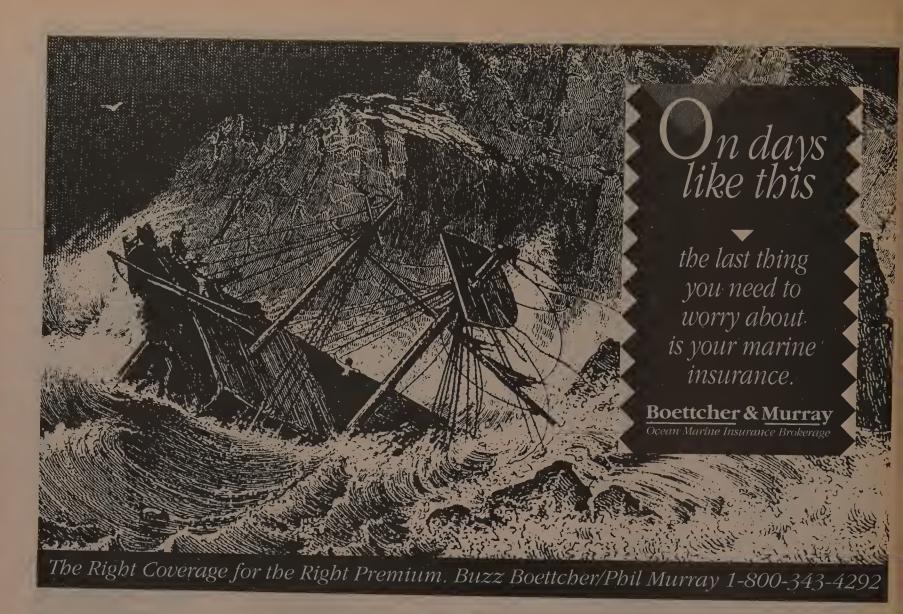
COASTAL PILOTING COURSE — \$99 CELESTIAL NAVIGATION — \$99 OFFSHORE CELESTIAL NAVIGATION - \$199

Our Courses Are Fast, Easy and Guaranteed! Call For Details



475 GATE FIVE ROAD

SAUSALITO, CA 94965 (415) 331-6513





Grand Harbor Fuel Dock Convenience Store



Beer • Wine • Ice
Deli Items • Sandwiches • Bait

Marine Services
Gas • Diesel
Diesel Dialysis, Oil Change,
Batteries, Hardware, Pumpout



We are open 8 a.m. to 6 p.m. everyday

Call 521-FUEL

2099 Grand Street, Alameda, CA Opposite Coast Guard Island

LETTERS

exception that you can no longer get a good white bottom paint.

Neither we nor Carl know anything about teflon bottom paints, but suspect such a product would stick to a boat bottom the same mysterious way it sticks to frying pans.

UASAIL A WESTSAIL 32 KETCH FOR THRILLS

Your article on the Westsail 32 brought back many happy memories. For us it all started with Larry Kendall's advertisement for a \$16,500 32-foot Colin Archer design. Curious to investigate such a fabulous offer, we drove down to Newport from our home in the Bay Area.

Kendall's office had two doors fronting the parking lot; I chose the wrong one. Upon entering I was attacked by two Dobermans. One got me in the arm and the other was biting my leg. With blood flowing, Kendall began to administer first aid. Undeterred by this welcome, we signed up for one of his boats. The payments were to be made in installments to coincide with the progress of construction.

Just after our hull was completed and paid for, trouble paid a visit to Larry. It was the IRS, apparently unhappy with his habit of not withholding taxes from his workers. They decided to close his operation down. Just about all the property in his yard was seized except our hull; we'd already registered it with the DMV and thus escaped.

An auction date was set for the assets and a friend and I resolved that we would bid on the molds. Come auction day a big quake hit L.A. and travel was all but impossible. Enter Snider and Lynn Vick, who picked up the molds and the chemicals. Several weeks later I was approached by Snider, who offered to complete our boat at the original price so it could be used as a demonstrator. We agreed to the proposal and work was begun to complete the boat.

We had opted for a ketch-rigged trunk cabin version. Since there was no mold for the deck, it was built entirely from scratch using panels of fiberglass on top of wooden beams. The result was good except that rainwater leaked in. Soon the sails, made to a sail plan developed by Crealock, arrived from Crandall Sails of England. The spars were made of wood — and cut to match the sails.

Each time a payment was due we traveled down to Newport to inspect the progress. We were always invited to Snider and Lynn's home, where the arrival of cash was celebrated with dinner. We spent many happy nights at their home, swimming in the canals and listening to their dreams and aspirations.

Finally our boat was launched — and what a beauty she was! We took her up the coast to Santa Cruz in a trip that was uneventful except for the fact that the too small Volvo MD2 moved us at a snail's pace around Point Conception.

Subsequent travel in Monterey Bay and up and down the coast of California was always eventful — on the miserable side. This was primarily because of engine trouble. The misaligned shaft knocked the rubber padding out of the clutch. The exhaust also broke, filling the engine room with soot. Our boat's favorite trick was to foul the main halyard sheave, making it nearly impossible to drop the main. This kept us on our toes while docking.

The boat's performance under sail was mediocre. In light air she just didn't move. At 15 knots she started to come alive, at 20 knots she was in the groove, and at 25 knots she would really haul. Her best speed was on a broad reach, when we hit eight knots. Our best time ever for the 21 miles between Santa Cruz and Monterey was three hours.

Backing the boat under power was an adventure. Seldom would she go where you wanted her until speed was achieved. In close quarters this caused enough problems that the mate promised divorce on several occasions.

A weekend trip we took with the boat from Santa Barbara to



THE SYSTEMS PEOPLE

Celebrating Our 12th Year



Aqua-frame compact watermaker only 14" highl Models from 8 to 50 gallons per hour.

DEALER INQUIRIES INVITED

FROM THE AMPLE POWER COMPANY



Finally! An electrical system monitor which accurately computes amphours consumed, amphours remaining and time to discharge. Activates high or low voltage and low capacity alarms.



STATE OF THE ART INVERTERS



TECHNAUTICS REFRIGERATION

Engine Driven/AC/DC Holding Plate Systems.
"The Cruiser's Choice"



AIR CONDITIONING SYSTEMS

Design, Installation & Service



DIESEL FIRED

Forced Air Heaters

EMS

EDINGER MARINE SERVICE

399 HARBOR DRIVE, SAUSALITO, CA 94965 (415) 332-3780



TRADITIONAL SMALL CRAFT **HEADQUARTERS**



The Largest Assortment of New & Used, Domestic & Imported Boating Gear is Here!



THE **BOATERS FRIEND**

805 University Ave. (Next to Spenger's in Berkeley)

(415) 848-4024

Mon.-Fri 10-6 Sat 9-5

When you want the most sail price, call

"Sailmaker to the world"

CUNTACT US FOR AN ESTIMATE OR A BROCHURE. SOUTHERN CALIFORNIA 4222¼ Glencoe, Marina del Rey CA 90292 (213) 306-3155

NORTHERN CALIFORNIA 647 Pacific Avenue, Alameda CA 94501 (415) 523-9011

Santa Cruz Island is particularly strong in our memory. Midchannel we were hailed by a radio-less powerboat whose oil had leaked out of the engine and into the bilge. We radioed the Coast Guard for them and were told to stand by until help arrived. We sailed circles around the powerboat to kill time, but in the process came too close while tacking. In light wind tacking usually required an assist from the engine. We ended up in irons and drifting right toward the powerboat. With just seconds to impact, I ran to the bow and jumped onto the deck of the motorboat, then under our bowsprit. I still remember the faces of the crew of that boat.

Fortunately, I was able to push our bowsprit away and through the miracle of walking on water, get back to our boat and sail clear. The crew of the motorboat had seen enough. The collected all the oil they could from the bilge, put it back into the engine, and took off. When the Coast Guard arrived they were pretty perturbed, but we escaped prosecution.

All in all, I can truthfully say I never had a dull moment sailing the Westsail 32. If any of the racing types out there start lacking for thrills, I suggest they get a Westsail 32.

We enjoyed your article very much. Memory Lane is still the best.

P.S. Anybody know where Snider is now?

James Johansson Coarsegold, California

UNWHAT'S THE BEST BOAT FOR ME?

I live at 10,700 feet and am sick of winter. I've set up my life so I can bail out for the winter, but I must return in the summer. As such, I'm looking to buy a boat for 20K or less and resell it at the end of my joyride. Do any boats strike you as being particularly easy to resell? I'm considering a Hobie 33.

I've been in the mountains for years now and am out of touch with the water side of my brain. I must return.

Chuck E. Breckenridge, Colorado

Chuck E. — You live in an airplane or something?

If you're only going to need a boat for six months, we'd suggest you try to find a lease situation. Try running an ad in the Classy Classifieds. You've got a soft market working for you.

If you're planning to make your winter escape to Mexico, it's going to be harder to find an owner willing to agree to a lease arrangement. In that case you'd probably have to buy.

Whenever you buy any boat, you've got to remember that the real cost is the difference between what you buy it for and what you sell it for. Given your particular situation, you should be looking more toward a great deal on a resalable boat rather than one particular kind of boat.

In general, however, the easiest boats to sell are those that have — or have had — an active one-design racing class. If you're thinking about something along the lines of a Hobie 33, you might consider an Olson 30. It would sort of be camping/cruising because they are rather small inside, but they are great boats, trailerable and have an increasingly active one-design class on San Francisco Bay. The only problem is you'd have so much fun with one that you'd want to do it every winter — and thus wouldn't be able to bring yourself to sell her.

But personal preference is everything, so check thru the Classy Classifieds. There are lots of fine boats selling for under 20K these days.

UNIVERSE BOATERS SINGLED OUT AS TARGETS?

The following is the copy of a letter 1 sent to Representative Leon Panetta. 1 hope you can publish it in full to begin the campaign to unseat this person and others who voted for the boat

THE OTHER BOAT SHOW

CRUISING



ALAJUELA 33

U.S. made and world proven. Just perfect for the winter cruise. What's more she's already in Hawaii. \$45,000.

HANS CHRISTIAN 45

This 1976 ketch is bristal. With furling main & headsails, cruising electronics & 3 staterooms she is ideal for that world cruise or living aboard. \$132,000.



CAMPER and NICHOLSON 50

This John Alden pilathause cutter has been around the world and is ready ta ga again. \$150,000.

RACING

J-29
Want ta ga class racing?
Make an affer!
Take aver payments!
Helpful vendors.

3 fram \$23,000.





OLSON 40

This previous TransPac winner is immaculate and ready to take next year's silver!

SANTA CRUZ 50

This well knawn boat is offered with an impressive inventary and is in fantastic condition.



RACING	CR
Ellion 5-9\$6,900	Yo
Elliott 35 \$96,900	***
Catamaran - 371 \$71,250	Fo
Ross 40\$175,500	Fo
Mummery 45 try \$250,000.	Do
Ellion 56\$425,000	W

	CRUISER/RACERS
)	Young 88, 99 & 11M
)	from \$75,000
)	Forr 1020 2 from \$62,500
)	Forr 1220 2 fram \$167,000
)	Davidson 47 \$319,000
)	Worwick 50, \$250,000

ant name	
CRUISING	
Hunter 3	3 \$32,500
Lidgard 4	12\$149,000
Herrescho	off 45
	2 from\$169,500
	48 \$167,000
Clarke 7	\$1,620,000
Cours / 2	

Dealers For: Elliatt Racing Sailboats; Farr 44 and 53, Integre Mator Yachts, Dubois Motor Yachts



1155 Embarcadero Oakland, CA 94606 (415) 465-6060

ANNOUNCING FUEL DOCK

BALLENA ISLE MARINA 1150 BALLENA BOULEVARD ALAMEDA, CALIFORNIA 94501





4TH MONTH! CALL FOR DETAILS!

- · Prime Bay access
- · Free pump out
- Deli
- · Restaurants
- Showers
- · Laundry Room

May Your Year New Bea Prosperous one

FUEL DOCK RE-OPENING SPECIALS*

Visit our convenient, protected fuel dock

Gas Diesel Additives

Easy Tie Up Deep Water **Great Service**

Stop By!

Special discounts on our already competitive prices for the month of January.



BALLENA ISLE MARINA ON THE BAY AN ALMAR MARINA

'fee' tax. As far as I'm concerned, his name and the others who voted for it are a four-letter word.

Dear Mr. Panetta:

The boat 'fee' tax you succeeded in slipping through Congress at the end of the last session is one of the most unfair, inequitable

There are no similar fees for private aircraft, motor homes, recreational trailers, vacation beach homes, ski chalets at Tahoe, or similar possessions. Why boats? Is it possibly because boaters are not as well organized as producers and owners of aircraft, recreational vehicles and resort developers? Certainly federal services to recreational boating are far less extensive and expensive than similar services to general aviation and the federal highway system. Boaters pay fuel taxes and property taxes just as vehicle owners do. These new fees will be going into the general fund, not to the Coast Guard or other boating-related expenses. Why have boaters been singled out as targets?

I want to assure you of this, Mr. Panetta. As an officer of one of the oldest boating organizations in the Bay Area, I am determined to do all in my power to see that you are not re-elected to Congress in 1992. At the appropriate time, I intend to open communications with every boating organization and individual in your district, or which has members who reside in your district, and ask them to contact their friends and acquaintances to work to defeat you regardless of who is selected as your opponent. I have the time,

means and determination.

Henry Cohan Palo Alto

Henry — There are two things that fry us about this boat 'fee', neither one of which is the money. 1. That it's — as you point out inequitable because similar possessions aren't also assessed; and, 2. Because some of these money we boatowners will have to pay will go toward the pensions of about as amoral a group of petty dictators this world has seen: the United States Congress. When the one member of the House got up and accused Congress of "being the best money can buy," he was speaking for us.

UNHEAT PALS AND PROPANE

I'm new to the Bay Area and an avid reader of Latitude 38. Just before we moved, a friend sent me a copy of your publication. After reading just one issue, I knew I would like it here.

In the December issue you asked if any readers had experience with Origo Heat Pals. Since I spent 40 years in the cold Northeast, I have used a few heaters - including the Heat Pal. This heater, which is manufactured in Sweden, burns stove alcohol in a unique canister somewhat similar to a large Sterno.

We had several problems with the Heat Pal:

- It uses alcohol for fuel, which is a dangerous and expensive choice. Lighting an alcohol stove is one of the most dangerous things you can do on a boat because alcohol flashes (explodes) very easily — which is why they use it to flambé foods in fancy restaurants. But you don't want to flambé your hands, which is exactly what happened to a New England physician a couple of years ago when she was handling alcohol.

- It produces a bad odor. Imperfectly burned alcohol produces a compound called acetaldehyde, a smelly gas that burns your

eyes.

- The Heat Pal is not vented, making the odor problem worse

and inviting asphyxiation.

- Rated at 5000 BTU, the Heat Pal does not produce that much heat. To make matters worse, at one-half output the Heat Pal does not hold enough fuel for a full evening.

- Fueling the Heat Pal is time-consuming and potentially dangerous. You must slowly, slowly, slowly pour about one half pint of alcohol into its Sterno-type canister, saturating the canister's

BALLENA B

BROKER





GULF 32 PILOTHOUSE, 1982 This rare find has it all. Epoxy bottom, diesel power, SatNav, autapilat, radar, stereo, and is

loaded with many factory aptions. Roller furling plus storm jib, 110 and 160 drifter.

\$56,000.



37' HUNTER, 1984

Master stateraam with shawer and head add ta tremendaus space and camfart of this performance cruiser. \$69,000.



36' PEARSON, 1985

Spacious, lively, well designed family perfarmance cruiser. A great value at \$79,500.



ENDURANCE 35, 1981

Pilothouse. Beautifully crafted, spacious interiar, ideal liveaboard. Well equipped and maintained. You'll be impressed. Asking \$79,500



30' ISLANDER BAHAMA

One of Islander's great boats. This one's clean and comfortable. Wheel, spinnaker gear. Asking \$27,000.



30' PEARSON, 1985

A very nice, clean, comfartable performance cruiser far the family. Diesel, electronics, H/C pressure water.



HUGHES 35, 1979

This quality Canadian performance cruiser is very well equipped, diesel power, autopilat, DS, VHF, 4 sails ichluding 100, 150, starm. \$49,000.



27' DUFOUR

French flair and quality shine through in this neat, clean, camfy boat. Asking \$21,900.

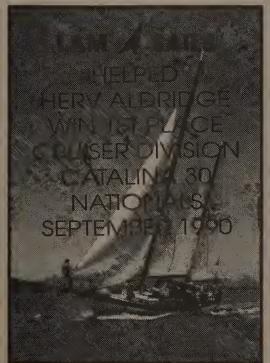
	A	
90'HERRESHOFF, 1974	475,000	
44' PETERSON, 1975		
38' CATALINA, 1 983	45,000	
36' PEARSON, 1985		
35' ENOURANCE, 1981		
35' ERICSON, 1975		
34' PETERSON, 1977		
33' TARTAN, 1982		
22'EDICCON 1077		

32'TRIMARAN	SLOOP, 1	970 25	,000
32' WESTSAIL,			
30' 8A8A, 198	3	54	,500
30' HUNTER, 1	979	29	,500
30' ISLANDER,	1979	34	1,000
30' PEARSON.	1985	41	3,000
29' ERICSON,	1971	2	3,900
28' ISLANDER	, 1977		3,000
29' COLUMBIA	1969		1 900

27'(&C, 1986	44,000
27' CATALINA, 1977	
27' CATALINA, 1986	
27' DUFOUR 2800, 1977	21,900
27' ERICSON, 1979	22,600
27' HUNTER, 1980	20,000
26' CATALINA, 1974	
25' 0'0AY, 1980	Offers
23' PEARSON, 1983	9,950

1150 BALLENA BOULEVARD SUITE 121 ALAMEDA, CA • (415) 865-8601

WE PICK UP SAILS FOR CLEANING/REPAIRING AT PACIFIC MARINE EXCHANGE IN BRISBANE



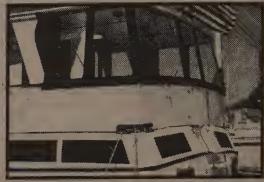


SAN MATEO, CA (415) 342-5625

HIGH QUALITY **CANVAS PRODUCTS** CUSTOM BOAT CURTAINS



AND AT AL'S BOATERS SUPPLY IN **REDWOOD CITY**







SOLAR BATTERY CHARGERS Lightweight, Unbreakable, Dependable

IDEAL FOR MARINE USE

Beautiful Blue Crystalline Cells, No Glass Mega Lite 5, 10, 18, and 30 watt Panels Twice as Efficient as the "Flexible" Panels (Half the size for the same power output)at 2/3 the Price and without the Power Loss that occurs in "Flexible" Panels

BEST PRICES ANYWHERE

Speedy UPS Delivery. Visa/Mastercard OK

ENERGY DEPOT

Authorized Distributor for SOLAREX 61 Paul Dr., San Rafael, CA 94903 (415) 499-1333 7991 Folsom Blvd., Sacramento, CA 95826 (916) 381-0235

Call Toll-Free 800-822-4041

DONATE YOUR BOAT TO SEA SCOUTS

POWER OR SAIL

- YOUR DONATION IS TAX-DEDUCTIBLE. LET US SHOW YOU THE ATTRACTIVE VALUE AND SPEEDY TRANSFER THAT WE
- ELIMINATE BROKER FEES, ADVERTISING AND BERTHING.
 HELP INSTILL THE LOVE OF THE SEA AND BOATING INTO THE YOUTH WHO PARTICIPATE IN SEA SCOUTING. SEA SCOUTS ARE LOOKING FOR ANY CRAFT, POWER OR SAIL, IN SERVICEABLE CONDITION.

• 1991 TAX CREDIT





FREE RAINED OUT LAY DAYS

> WINTER **STORAGE**

DO IT YOURSELFERS WELCOME TO A CLEAN PAVED SPACE

GOOD REPO

BOATS

FOR SALE



"Fancy" Available for Charter in Nantucket next Summer. Built here at Sanford-Wood 1988.

SANFORD-WOOD BOAT YARD

530 West Cutting Blvd. "RT 580", Pt. Richmond, CA 94804

(415) 236-6633

INDOOR PAINTING

L.P.U. PAINT

WELDING

RIGGING

PLANKS

-The Smallest Computer Weather Stations in the World!

These compact weather stations combine a rugged state-of-the-art computer, a hand-balanced wind vane and a precision speed sensor made with stainless steel bearings for maximum durability. Easy to install. Include temperature sensor, mounting hardware and 40' of cable.

Both models feature:

- Wind speed and direction
- Windchill factor
- Wind gust record
- Temperature, with high/low record
- Rainfall record (optional Rain Collector required, \$49.95)
- 12 and 24-hour clock
- Automatic scan
- Metric and standard readout
- Easy-to-read LCD display
- One year limited warranty
- 14-Day Money-Back Guarantee

Orders Only (M/C & VISA): 1-800-678-3669 (M-F, 7:00-5:30 PST) Information: 1-415-732-7814 FAX: 1-415-732-9188

DIGITAR

Add \$5.00 for shipping. Ca residents add sales tax

3465 Diablo Avenue • Hayward, CA 94545

The Weather Pro



This micro weather station provides local weather at your fingertips. Measures only 2.7 × 2.7×1.2 inches. All for only \$189.00

The Weather Master



The most advanced hand-held digital weather station in the worldregardless of price! Added features:

- Barometer with memory
- Altimeter with alarm
- Inside Temperature with alarm
- Outside Temperature with alarms
- Wind Speed with alarm
- Elapsed time and 4-year calendar
- Backlit LCD
- $2.8 \times 5.0 \times 1.2$ inches. All for only \$295.00



Oyster Cove Marina, Inc.

Berthing at Oyster Cove Marina makes boating easier, more convenient and more enjoyable

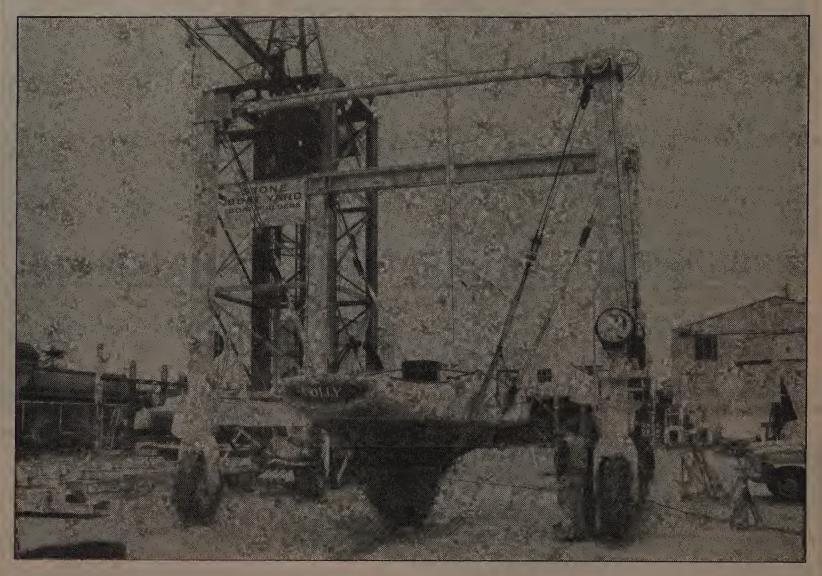
- Berths 30-ft to 60-ft
- Water, Electricity and Telephone
- Heated Dressing Rooms and Showers
- 7 Day HarborMaster ** Office *
- Double Finger **Concrete Slips**
- 24 Hour Security Patrol
- Laundry Room
- Complimentary Ice
- Magnetic Card Entry

LIVEABOARD BERTHS AVAILABLE

(Limited Number)

385 OYSTER POINT BOULEVARD **SOUTH SAN FRANCISCO** (415) 952-5540

DID YOU KNOW WE HAVE A TRAVEL LIFT??



We are very proud of the capabilities of the skilled people who work on the great vessels of all kinds that come rolling up our 500 ton Marine Railway. We have perhaps dwelt on that subject a bit more than good manners would allow. What we haven't mentioned is that the same people are happy to show you what they can do for a boat that arrives in the slings of our 50 ton Travel Lift. Whether your boat requires a complete restoration like *Polly*, the most famous of all Bird boats, or a simple bottom job, it will be looked after by the most skilled craftsman in the Bay Area.

A 137 year old institution manned by boatwrights with traditional values stands behind every repair of every boat brought to Stone Boat Yard regardless of how she arrives.

2517 Blanding Avenue • Alameda, CA 94501

(415) 523-3030



fiber wick with fuel and spilling alcohol all over your hands and counter-top.

Many people claim that propane is also dangerous. However, I installed a Force 10 propane Cozy Cabin Heater on our 1982 Pearson 36 Gratitude and found that it has features that make it reasonably safe and economical:

- It's vented with a stainless steel stack.
- It has an oxygen depletion shut-off device. If the stove uses more oxygen than the crew, the flow of fuel is shut off.
- It has a thermocouple shut-off device. If the flame blows out, the fuel is cut off.
- The Pearson propane system has two solenoid valves for extra safety.
- Being a gadget freak, I am also installing a Xintex propane detector.

I also mounted a Guest cabin fan above and beside the heater, to blow hot air down toward the cabin sole. Depending on which way we aim the fan, we can heat either the salon or the v-berth. In the Northeast, this set-up was good for spring and fall, but not the dead of winter. Out here it seem to be adequate year 'round for our non-liveaboard use.

The forced hot air (Espar) or hot water (Webasto) systems are very nice — but also very expensive and may not be needed for this climate. When a friend in New York had a forced-air heating system installed on his 42-footer, he became the envy of everyone in the marina. On the coldest winter weekends we would trudge through the snow to make sure our boats were still floating. Then anyone who was crazy enough to be out there in the first place would duck in Alan's boat and watch whatever football game was on. His heating system was expensive and complex, but it made his boat the only one that was really warm and cozy in February. I understand he now takes his boat to Florida for the winter. That's the way things go in New York.

I have a couple of minor nits to pick with your article. You incorrectly state that the problem with propane is its volatility. The opposite is true. Propane is not volatile; since it's heavier than air, it settles in the bilge or pools on the cabin sole. Then when you light a match or start the engine — Blam-O! Also for this reason the 'flower pot' system you described is unsafe on a propane stove. If the flame blows out during your Sunday afternoon nap, the bilge can fill with propane and the boat explode.

E. Paul Cone San Francisco

E. Paul — When you come right down to it, maybe global warming is the best solution after all.

U↑A RARE OCCASION

It's a rare occasion that a person as inexpert as myself can correct *Latitude 38* in its own field of expertise. The "BCC" referred to in the December issue refers to a Bristol Channel Cutter — as any avid reader of Tristan Jones can tell you.

By the way, Jones' Incredible Voyage ranks, in my opinion, as one of the all time great adventure stories of modern times.

Sam Burns Mountain View

Sam — A Bristol Channel Cutter — that would have stumped our staff for a million years. Thanks for your help.

↓↑↑YOU GET THREE CHOICES

After all the discussion in Letters about why and whether or not boats should be referred to with feminine pronouns, I offer the following quote from The Origins of Sea Terms by John G. Rogers:

"She. Much has been said and written about why ships and boats are referred to in the feminine, and it all appears to be happy

You Can SAIL

All These Boats







For

\$188/mo

HOW?

Join our sailing club and sail any of the above 31-ft and under yachts as much as you'd like for only \$188/mo.

• COMPARE TO OWNERSHIP •

Purchase 30-ft sail	boat*	Tradewinds Sail	ing Cl	ùb
Down payment	\$7,000	Down payment	\$	0
Tax	\$2,000	Tax	\$	0
Monthly mortgage	\$ 350	Monthly dues*	\$	188
Slip @ \$5/ft.	\$ 150	Slip @ \$5/ft.	\$	0
Insurance	\$ 12	Insurance	\$	0
Maintenance	\$ 50	Maintenance	\$	0
Your Time	?	Your Time		0

* Conservatively low estimated costs

*On a 12-month contract

*SAIL FOR FREE if you buy a boat

Dues can be applied to purchase.

Call about full club membership & benefits.



SERVING SAILORS FOR 28 YEARS 1-800-321-TWSC



With Micron CSC® antifouling paint by Interlux, high pressure water washing is all it takes to rejuvenate the biocide action for a second season.

Interlux's innovative copper copolymer paint produces a constant release of antifouling biocide at the paint surface, making it as effective at the end of the season as it was at the beginning. Performance is directly proportional to the amount of Micron CSC applied.

And Micron CSC can be exposed to the elements out of

the water during winter storage without losing its effectiveness. So you can relaunch without repainting.

Micron CSC. Another reason more people worldwide trust their boats to Interlux.

Make things easier on yourself. Visit your Interlux dealer today. Or call 1-800-INTRLUX. Interlux, 2270 Morris Avenue, Union, N.J. 07083.



X Interlux

MicronCSC

guesswork. Here are few guesses: (1) A ship upon which one's life could depend was as near and dear as one's wife or mother. (2) A ship is as capricious, demanding, and absorbing as a woman. (3) The Roman goddess of navigation was Minerva, and in her honor all Roman ships were considered feminine.

It may be interesting to note that another ship being watched from the bridge or cockpit is often spoken of as "he". This refers to the other skipper or watch officer rather than to the vessel, sometimes in wonderment as in "what is 'he' going to do next?"

Perhaps for 1991 we can discuss the number of ropes on a sailboat.

Mike Wilson Sybaris, Sunnyvale

Mike — We think it's number two.

UNTHE CHILDREN WILL BE GRATEFUL

I guess I got you guys into a mess with my letter about our Christmas Drive for the poor children of La Paz, but I can't say that I'm sorry. Well, I am sorry that you were put to extra work, but not at all sorry that so much stuff was donated to the poor here in Mexico and the U.S.

Mort Firstenfeld, who is running "Auction '90" for the Club Cruceros de La Paz this year, tells me that the donations have been plentiful and we shall have a very successful event — thanks in no small measure to you folks at Latitude.

By the time you read this "Auction '90" will have been held at Marina de La Paz, courtesy of Mac and Mary Shroyer. In addition to the traditional auction there will be a bazaar, stands offering traditional Mexican food, U.S. style hamburgers and other treats. Music and dancing will follow later in the day. While raising money for the cause we'll not lose sight of the joy of the season and have some fun, too.

We are grateful for your help. I know the children will be, too.

William F. Steagall, Sr.
Inspiration
Chairman, Christmas Drive 1990
Club Cruceros de La Paz

William — Please don't get the wrong idea, we were honored to be able to do our little part. The only problem was that we were getting inundated with donations and not inundated with delivery boats. Then along came Jim McCarthy, who took nearly 24 bags aboard Sea Dancer. Now there's a guy who deserves some big time credit!

Don Perkins, Commodore of the Cruising Club of La Paz tells us that you folks were able to raise \$8,000 dollars for your Christmas Drive. We salute all of you as well as everyone who contributed in any way; those kids deserve it.

∜↑ THEY DO THEM IN EUROPE

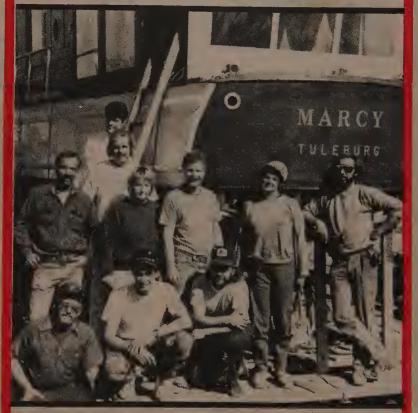
A few months ago you printed someone's letter wondering why boat performance tests aren't done in the American yachting press. As I recall, you suggested that sailboat production isn't sufficiently standardized to make this practical. Such a consideration doesn't seem to inhibit the European journals.

I've enclosed copies of the data pages from a British, French and German sailing magazines. These magazines occasionally include American boats when they are available in the European market.

> Jim Crittenden San Rafael

Jim — You're absolutely right, across the ocean they do very thorough reviews of new boats — and in the case of Yachting World, they frequently do the same kind of reviews on classic

Bottom Line Discount Offer! Save 10% Off Of Your Total Yard Bill



By Making A Reservation For Your January or February Haulout.

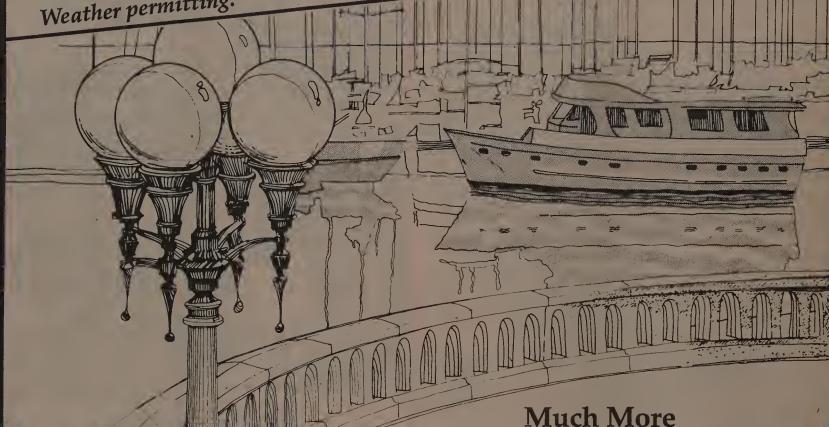


616 W. Cutting Boulevard, Richmond, CA 94804 (415) 232-5800

HOME OF THE OPEN BOAT WEEKEND

The Marina Village Yacht Brokers now offer an open boat weekend the second weekend of every month. The next one, January 12 & 13, will have over 100 new and used boats all open for your inspection at our docks. Stop by and enjoy a coffee at the cafe and a browse of the boats. See ads elsewhere in this magazine for a sampling of open boats 25' to 65'.

Weather permitting.



Home Of:

Arena Yacht Sales



Dealer for MacGregor Yachts (415) 523-9292

GORMANYACHTS

Featuring the best maintained used cruising boats

(415) 865-6151 See ad page 165





than Just a Marina

- Prime estuary location
- Protected deep water slips 28-72 feet
- Wide, stable concrete piers
- Buyers and sellers Marina Village is the place to buy or sell with loads of new and used power and sail boats at our docks.

Numerous additional services - yacht clubs, deli, nearby shopping center, restaurants...

If you're buying, selling or just going sailing, you should visit Marina Village. You'll find the drive easy, the parking easy, the people friendly and the sailing terrific. Look for the ads of Marina Village businesses in this issue.

MARINA VILLAGE

Now Renting Premier Deep Water Slips In All Sizes

Call Harbormaster's Office

(415) 521-0905

designs. Unfortunately, they have a lot more new sailboats being offered in that part of the world (while we now have a luxury tax on boats, many French boats get up to a 400% tax credit), and the slicks have huge budgets and manufacturer cooperation to help get the reviews in print.

And while such reviews offer some good information — we particularly like the price and spec comparisons with three similar sized boats — we feel our 'non-standardization' criticism still holds true. Take the Mystic 60 review that you sent us from Yachting World. The review tells you that the storage volume in the aft head is 16.22 cubic feet and that the decibel level in the port forecabin is 76 decibels at seven knots. That's all fine and well, but it doesn't tell you much more important stuff. Such as the fact that hull #1's interior — so beautifully rendered in the review — was gutted this fall to make it more liveable and that the interiors on all subsequent hulls have also been changed. Such as the fact that hull #1's rig inexplicably tumbled in 10 knots of wind during a charter.

We suppose the real reason we don't do such reviews is we think they give readers a false sense that they are getting meaningful information. After all, the review staffs of such magazines take these boats out for one day; and what can you really learn from sailing a boat for a couple of hours in eight knots of wind — as was the case with the Mystic. To our mind the shortcoming of such 'pretty' reviews is that they don't give you one-tenth the meaningful information that a five-minute conversation with an owner or captain would.

Unive GOT THEM ON FILM

I read with interest the Loose Lips item concerning the marriage ceremony aboard the boat that almost ended up on the rocks. I happened to be sailing by that particular day and noticed the three people on the bow, one facing aft and two facing forward. Being curious, I motored closer and snapped the enclosed photograph.



Maybe they should have dropped the hook before they tied the knot?

If the newlyweds aboard the San Francisco-based Wings would like, I'll send them the photo and negatives.

Carl S. Clark Commodore, Marin Yacht Club

Readers — Once again we're stunned; you readers out there seem to know and have seen everything!

#PEGGY SLATER, 1918 - 1990

"There are all sorts of ways of achieving your dreams — it's just

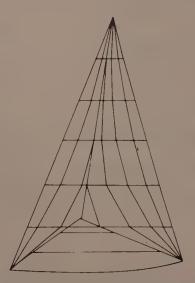
that sailing is the best."

Peggy Slater went out in style, on her way to doing what she loved most: showing others the joys of sailing. On the evening of November 20, she was struck down by a massive stroke while on her way to speak at a Women's Sailing Association meeting at Marina del Rey's Pacific Mariner's YC. It was the last voyage for the 72-year old Slater, who had been one of sailing's living legends.

Peggy Slater was truly larger than life. Her forthcoming book, Peggy Slater: An Affair With the Sea (due out in February), chronicles many of her adventures and escapades, but a full

PROVEN TECHNOLOGY?

Conventional Racing Sails:



Tri-radial construction – the outdated design technology still in use by all major lofts *except* Sobstad.

Proven Expensive. Proven Short Lifetime. Proven Problems.

Sobstad was a leader in developing and building tri-radial construction, but ongoing r&d proved that while they were good – they still weren't good enough.

It's time to
Break with Convention.
Turn the page for the
technology of the 90's.



SOBSTAD

(415) 234-4334 (415) 234-8192

1230 BRICKYARD COVE RD. PT. RICHMOND, CA 94801

MODERN FACILITIES IN A WELL PROTECTED HARBOR

Concrete Dock System Well Maintained Facilities **Beautiful Surroundings**



Kappas Marina 100 Gate Six Road Sausalito, CA 94965 (415) 332-5510

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED TO -9.5 MLLW
- CARD KEY SECURITY SYSTEM
 DOCK CARTS
- PUMP OUT STATION AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI • LAUNDROMAT • RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX METERED ELECTRICITY PHONE HOOK-UPS WATER

MAGICAL METALWORK

CUSTOM EXHAUST SYSTEMS

Repairing or replacing. We can make an old system better than new.



PRODUCTS FOR SAFER, QUIETER CRUISING From conception to design to construction -We specialize in designs to fit your needs.

"Marine metal work — it's not part of our business it's our only business."

- Custom Fabrication in Stainless
- and Aluminum
- Dock space at our doorstep
- We sell raw materials
- Automated plasma cutting
- Metal shearing
- Radar Mounts
- **Davits**
- Bow Rollers
- **Exhaust Systems**
- Polishing
- Electro-polishing Heli-arc welding
- Machining
- Pipe bending



MC VISA 333 Kennedy Street Oakland, CA 94606

(415) 436-5133 Fax (415) 436-5134

NE SPECIALIZE IN SELF-STEERING



SCANMAR manufacturers three vanes, each using a different principle and suitable for different boats and steering systems:

The ONITOR
All stainless steel servo-pendulum gear.
Outstanding in last BOC.

The auto-helm Auxiliary rudder with a trim tab

The Saye's Rig L Trimtab on the main

In addition, we sell the French NAVIK, which is a double servo-pendulum gear. Our files contain thousands of installation drawings, photos and feedback from 20 years experience. Our advice is the part of our package that does not have a price tag and it may be the most valuable part. If you cannot visit us, you should write, call or fax information on your boat and your cruising plans. We might have photos and installation drawings from a sistership. Our free 22-page "grash source" on salfestoring will halve your tership. Our free 22-page "crash course" on self-steering will help you understand this part of sailing that is so confusing to many sailors.

RODUCTS

298 Harbor Drive, Sausalito, CA 94965 PHONE: (415) 332-3233 FAX (415) 332-0957

I FTTERS

accounting of her incredible life story would require a multi-volume series.

Slater's father, a president of Western Pipe and Steel, introduced her to the ocean aboard his Jolly Rover when she was but three years of age. Nearly every weekend after that was spent cruising to Catalina Island, and at the ripe old age of 13 she began what was to become a fairy-tale career as a racing skipper.

Starting with a 16-foot converted catboat, she soon moved up to a 26-foot Pacific InterClub (PIC), which she reportedly drove to 26 consecutive victories. By the age of 16 she was a respected

member of the Los Angeles YC.

Peggy was very active during World War II. She drove a truck in ammunition convoys and later drove ambulances transporting wounded soldiers. As part of the war effort she crewed on a 56-foot ketch that sailed south to Mexico for shark livers to be used to make vitamins for the soldiers. "We sailed every nook and cranny of the Mexican coast," Slater recalled. On Christmas Eve they sailed through the mine fields off Los Angeles Harbor, unaware that the mine pattern had been changed. Having sailed only inches from certain death, their ketch, Lucky Lady, had lived up to her

A lot of good people didn't survive that war; one of them was

Slater's army husband.

Following the war, Peggy managed the store at Fleitz Brothers in Los Angeles Harbor. So many people sought out her advice on what boat to buy that she joined up with Charlie Beauchamp at California Yacht Anchorage, getting her yacht broker's license in

"I think the luckiest thing that happened in my life," she once said, "was that I knew what I wanted to do right from the beginning. I didn't want to live any other way. I visited others and saw how they lived, but I liked my own life better."

Slater's career as a yacht broker brought her in contact with numerous Hollywood personalities such as Humphrey Bogart,

James Arness and Raymond Burr.

"Actually, I taught Bogie to sail," remembered Slater. "He had a powerboat called Sluggy, with which he towed a newly-purchased 19-foot sailboat over to Catalina. I was already anchored there and hollered, "What are you going to do with that?"

"You're going to teach me how to sail it," he replied.

"Oh no I'm not!" I shouted back.

"You will once you see how bad I am," he responded.

Bogie tried out his new sailboat the next day but had a terrible time, so Slater swam over to Sluggy and showed Bogart how to do

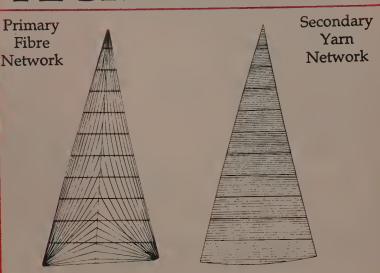
A few months later Slater went bow & arrow boar hunting on Catalina in the company of Bogart, Dick Powell and Howard Hill. Powell and Ray Milland owned a stunning 55-foot yawl named Santana at the time. Bogart asked Slater what she thought if he were to buy Santana. "I think you'd be the luckiest man in the world!" she answered. Bogart immediately turned to Powell and said, "Okay, I'll buy her." Bogart kept Santana across the dock from Peggy Slater's until his death in 1957.

Some time during this period she took a few months off and sailed the Caribbean aboard a 17-foot open boat. She'd sail which ever way the wind blew and would camp on a beach at night.

In 1951 Slater became the first woman to serve as a sailing master onboard a TransPac entry. This was long before the days of feminism. Her racing career continued through the '50s and '60s, including a stint as sailing master aboard the 60-foot schooner Dirigo II for the St. Pete to Havana Race in 1953, as guest skipper aboard Dorade when she was first-to-finish in the 1954 Swiftsure; as crew in the Mallory Cup with Don Stewart in 1958; as the first woman skipper to complete the grueling Sydney to Hobart Race aboard Nam Sang, etc.

"I've never been bored at sea," Slater once said. "I don't know

PROVEN TECHNOLOGY.



Genesis Construction-Invented and patented by Sobstad -The technology of the 90's.

Proven Performance. Proven Durability. Proven Prices.

In Sobstad's continuing quest for performance and value, Genesis stands as the culmination of years of research, development and experience. Genesis has increased performance and decreased cost. Genesis is the leading sailmaking technology for the 90's. The time is now.

Time for a Change.



(415) 234-4334 (415) 234-8192

1230 BRICKYARD COVE RD. PT. RICHMOND, CA 94801



\$4.00 Per Linear Foot Slip Rental Rate... Lowest Rate in Marin and Sonoma Counties!





East of Novato on Highway 37 (415) 892-0923 or (707) 778-8055 Mail: P.O. Box 686, Novato, CA 94948

what that would be like. As far as being out of sight of land is concerned, it makes me supremely happy. I'm not at all concerned about getting back."

"But you have to be at peace with yourself," she continued. If you're a badly troubled person trying to flee something, the ocean

is no better a refuge than anyplace else."

Slater had her own troubles to face, one being a major crisis during a singlehanded passage from California to Hawaii. She rarely discussed the incident and trembled when she recalled it. She had been flying down the infamous Molokai Channel when a sudden squall sent her to the bow to shorten sail. But when the boat lurched, Peggy went over the side. She was trapped between the sail and the hull, with her arms pinned to her sides. For a terrifying 11 hours she remained in this precarious position, half in the water and half out, and sailed right past the island.

"I believe I am the only sailor to have passed Hawaii underwater," she later told close friends.

Finally she was able to free herself. Waiting for the right wave to roll the boat low, she then scrambled back aboard. Suffering from hypothermia and no longer knowing where she was, she radioed the Coast Guard to ask for navigational assistance. Unfortunately they gave her a reciprocal course, and she sailed directly away from the islands. She was finally rescued after two more days.

Over the years Slater had sailed every ocean of the world, making countless voyages — both racing and cruising, and often singlehanded. She sailed in Europe, the Caribbean, and especially the South Pacific. While she appreciated the technical perfection of a racing yacht, she preferred a vessel was liveable and sea-kindly.

"Everyone should love their boat," she said, "because it's going

to be their best friend for a long time."

When she founded Peggy Slater Yachts in Marina del Rey, she specialized in cruising sailboats. She was hard on her clients, though, forcing dreamers to confront reality. Customers would come in with visions of sailing around the world, but Peggy would tell them the harsh reality is that few ever leave California.

"I felt that many people who planned sailing trips didn't have the remotest idea of what they're looking for — and most of those who did make plans never actually left. And quite a number of those who actually did start out soon returned." Slater was never what you'd call a disciple of positive thinking, and more than a few customers resented her seeming efforts to shoot down their

Never without an opinion, Slater frequently decided to like or dislike a person within minutes of an introduction — and very little could ever be done to alter that first impression. Peggy Slater was a woman who had countless fans and admirers - and more than a few detractors. But the one thing she never lacked from anybody was respect.

With flaming red hair and a trademark tropical flower over her left ear, Slater was anything but inconspicuous. She adored anything that was red, including her Irish Setter, Cindy, and her beautiful red-hulled Kettenburg 43, Valentine. The boat's toilet seat was not only red, it was heart-shaped! Slater owned Valentine for more than 20 years and raced and cruised her extensively.

As the years went on, Peggy slowed down her business schedule, finally closing her doors in 1988. She'd sent many folks to sea, each of whom have their own special memories of her. More than a few of those memories still make the rounds of yacht club bars. After retiring from the yacht brokerage business, she started writing her autobiography and was looking forward to dealing with the various movie offers that had come in. In addition, she took more time to go cruising. She sailed the fjords of Chile aboard a 39-footer, crewed with friends along the South of France, skippered a 55-foot Rhodes along the coast of Spain, and made other sailing trips.

In between working on her book and cruising, she was a

WINTER SHOW SPECIAL



Reservations made during January for our special sailing program will be billed at \$595 instead of \$1026.

Learn to Sail for \$595*

(a savings of over 40%!)

Spend just five days with us learning to sail aboard 24 to 30 foot sailing yachts worth up to \$60,000. Your instructors will be hand picked, U.S. Coast Guard licensed captains with years of experience. When you graduate, you'll be certified by the American Sailing Association to skipper up to a 30-ft sailing yacht.

If you do not pass this course, you can take it over, free!! That's how sure we are you'll be skippering a 30 footer in just

Why Are We Doing This?

Reason Why #1: Right now, before Opening Day of the yachting season, we're not as busy as we'll be later. We'd like to put our excess capacity to good use training new sailors.

Reason Why #2: Experience has shown us that our own students make the best charter customers. They have been trained in a demanding sailing area and when they come back to us to charter, they take good care of the boats. We're simply planting seeds.

Reason Why #3: According to a Gallup survey, 49% of the population of the USA wants to go sailing, but only 4% do. With San Francisco Bay at our doorstep, that seems a shame.

We want to crack the other 45% of the market.

Reason Why #4: Students who have taken this course often join Club Nautique and continue on with advanced training. After sailing with us and experiencing first hand the quality of our instruction, equipment and facilities, they won't go anywhere else. You may do the same.

Reason Why #5: This is a great value and you can't lose! You'll learn to sail and become certified to skipper a 30-ft sailboat in just five days, guaranteed, or you can repeat the

course FREE until you pass.

Call us toll free today to reserve your space!

^{*} (800) 343-SAIL

* Weekend classes available for only \$695



Don't hold your breath but...... you may just want to wait a few months before you commit yourself to a new marina.

Why? San Leandro Marina is now rebuilding and it's going to make a great marina even better!

Our rebuild will offer you state of the art, wide, concrete docks equipped with all the amenities PLUS we'll have more services per berther to offer than any marina on the Bay. For starters try an 18 hole golf course practically at the end of the dock, 3 landmark restaurants, first class hotel, 2 yacht clubs and much more.

Interested? Call today for rates (you'll be pleasantly surprised) and complete information. We'll be happy to put you on the waiting list and happier still to welcome you in the spring to one of the best new marinas on the Bay.





Easy access to the Bay and easy access to the Marina from Rt. 880 and Rt. 580.

San Leandro Marina 40 San Leandro Marina San Leandro, CA 94577 (415) 357-7447



DONATE YOUR BOAT TO THE SCOUTS

<u>Power or Sail</u>

- Your donation is tox-deductible. Let us show you the attractive value and speedy transfer that we con orrange.
- Eliminate broker fees, odvertising and berthing.
- Help instill the love of the seo and boating in the youth who porticipate in scouting. The Scouts are looking for any craft, power or sail, in serviceable condition.

STANFORD AREA COUNCIL

BOY SCOUTS OF AMERICA

Ask for Bob Dillard

(415) 327-5900



frequent and sought after speaker for various yacht clubs and

sailing groups.

Her business success had brought her the opportunity to buy several rental homes on Kauai, and in her later years she spent more of her spare time at her own cozy home fronting Hanalei Bay. One of her homes was used by the race committee for the finish of a Singlehanded TransPac.

She always told me that she'd be waiting in her dinghy with a Mai Tai at Hanalei Bay when I finished the 1992 Singlehanded

TransPac. Along with a lot of others, I'll miss her.

Rick Ermshar Marina del Rey

UNTHE DANGERS OF THE CREW LIST

Let all those who would enter their names in the Latitude 38 Crew Lists know that the Latitude warnings about the possible dangers are not without foundation.

I have participated in the Crew Lists for several years. I have met wonderful people and shared some pleasant sailing voyages up and down the coast. It even helped get me a ride at Sea of Cortez Sail Week in 1986 where we came in 2nd in the Beer Can division.

But as a result of an abnormal Crew List experience from the party in April of 1988, I feel that I should limit my future participation. For at that party, over guacamole and chips, I met and fell in love with Allison Joy Blain of South Africa. After dating for five months, she returned to her home. Two years, one week and one day later, she flew back to California so we could be married. The ceremony took place on October 3, 1990 under the dome of the Palace of Fine Arts in San Francisco, and was conducted by the Reverend Cecil Williams.

After living aboard for eight years, I have now moved ashore. This will allow me to finally tackle all those boat projects that were too involved or messy to complete while I was living aboard. Plus,

my new wife has plenty to offer in the projects as well.

While I thank Latitude for bringing us together, I agree that you should continue to warn Crew List participants that they might just find what they are looking for.

By the way, I wear a large and Alli wears a medium.

Bob Austin Geisha Alameda

Bob & Alli — Congratulations to the both of you.

以介WAS THEIR LOVE JUST A FALLING STAR

In regards to your questions concerning Sir Lancelot and the fair Lady Guenevere (which arose from the observations of certain interesting goings on at Angel Island as reported in a recent issue), I believe that it was King Arthur who was cuckolded. The lady Guenevere was the cuckolder while Sir Lancelot was the

But far more interesting questions remain unanswered. Who was Sir Lancelot that evening at Hospital Cove? Who was Lady Guenevere? Did Lancelot catch pneumonia? Did he pledge his love to Guenevere, carry to her to his black schooner, and then cruise off to some tropic isle? Or was their love only a falling star that briefly blazed across the night sky never to be seen again?

Perhaps someone can shed some light on these mysteries.

Jerry McDaniel C-Bear Sierra Point YC

Jerry — Some mysteries are best left unsolved.

But how right you are about Lancelot. With a name like his, he'd have to be the "opportunist" as opposed to the cuckolded, now wouldn't he?

Yacht Insurance

Sail & Power Boats 26-ft and Up

- ★ Private Pleasure Yachts ★
 - **★** Skippered Charters ★
 - **★**High Value
 - Yacht Specialists ★
- **★**World Wide Coverages ★
 - ★ Direct with Lloyds★
 - **★** Ocean Crossings **★**
- **★** Mexican Yacht Insurance ★

Agent for the CLASSIC YACHT ASSOCIATION and for the **MASTER MARINERS** BENEVOLENT ASSOCIATION

CAPITAL WORKSHOP **INSURANCE AGENCY**





PACIFIC YACHT IMPORTS

11 Embarcadero Cove Oakland, CA 94606 (415) 533-4244 FAX (415) 533-6619



35' SANTANA SLOOP, 1979. Perfarmance at a law price! Lats of sails. Reduced \$38,500.



37' TAYANA MARK I CUTTER Perkins 49hp dsl, dadger, refrig. Grt lvabrd!\$67,500.



38' C & C LANDFALL SLOOP. Diesel aux. 4 sails, rod rigging, great sailer. Nice! Only \$49,500.



CT 54 CRUISING KETCH, '81. Two stations. Spaciaus, laaded, clean and sharp! Call Hugh.



37 TAYANA P.H. CTR, 1988. Furling main & jib, custom interior, good electronics, extra's. Ask for details.



37' TAYANA Mark II Cutter, 1988. Aft stateraam, separate shawer — A beaut! Call Hugh for details.



30' CATALINA 1980 Sloop, 3, wheel steering, engine overhauled, dadger, plus. Clean! Owner anxiaus. Try \$23,900.



51' STEEL CRUISING SCHOONER, '86. Ctr cackpit, full batten main & foresail. Right equip. \$129,500.



• 42 • 47 • 52 • 55 • 65

ELECTRONICS SALE End of Season Close Outs



1972		LIST	SALE
SI-TEX SAT KODEN RAI		\$1495 \$2995	\$ 895 \$2095
KODEN 801,	color video	\$1995	\$1395
SI-TEX UR-7	, 2nd station Loran read ou	t \$ 399	\$ 199
AUTO PILO		SAVE UP	

McDonald Electronics

5701 State Farm Dr., #9, Rohnert Park, CA 94928 (707) 664-0450

PARTS AND SERVICE

PATHFINDER • YANMAR • VOLVO • WESTERBEKE • **DIESEL & GAS ENGINES**



351 EMBARCADERO OAKLAND, CA 94606

(415) 465-1093



Gateway to the Golden Gate

Location • Location Some choice berths are available - Check With Us First -Full Service Marina • Full Facilities

Berkeley Marina 201 University Ave., Berkeley, CA 94710 (415) 644-6376

UNTHE CONCEPT IS GOOD AND THE NUMBERS WORK

I'm one of the few sailors who is a 'dog person' as opposed to a 'cat person'. The enclosed photo of Shorty in her life vest is the reason. Not only is she fun to mess with, but she's a fine sailor, always sitting on the high side. But at 7½ pounds she's more than 'rail meat'. On a cold night at Angel Island she's like a white, furry, hot-water bottle in your sleeping bag. And during the day she stands a tireless watch for seals and killer seagulls. This latter trait accounts for her monumental naps after a stay on the boat. And while she doesn't purr, she does snore a bit!



This brings me to the 'Kitty Litter' item in the November Loose Lips. The concept is good and the numbers work for me (950% profit — you sure you weren't selling real estate limited partnerships in the early '80s), and I do intend to put some kitty litter on our boat.

However, if a 'cat person' — as opposed to a 'dog person' were to follow your advice, all the while explaining to their pet why they are putting kitty litter in various places in the cabin, aren't you afraid the cat, having a notoriously short attention span, might mistake the kitty litter for Kitty Litter — with predictable results?

Sorry, but I couldn't pass up the opportunity.

Ray Hall Na-Zdorovia South Beach YC

UNREFLECTIONS ON CLASSIC BOATS

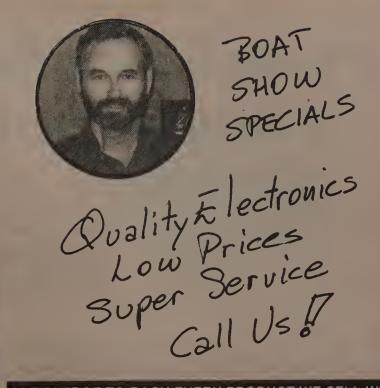
A recent incident on the waterfront got me to thinking about classic and historical boats, what they are, and what our relationship is or should be toward them.

There are many fine boats, built from once-living trees, carefully seasoned and fashioned by knowing craftsmen from lines laid out by skilled designers. Some have been sailed for pleasure, some have been used to catch fish for our tables or carried cargos for our use and enjoyment. Many have been nurtured and cherished for generations. Sometimes, for one reason or another, such vessels have fallen on hard times. Sometimes they have died, sometimes they have been saved, resurrected by hard work, skill and love.

Those fortunate enough to have such craft usually cherish them, but do we actually own them or should we consider that we hold them in trust? Are they ours to do with as we wish, to cut them up and scrap them upon a whim, or do we owe something to the people and history they represent, and to the people who will sail

them after we're gone?

George Holmes designed and built the Humber Yawl Eel in 1896. She is still sailing in England and several replicas have been built there. My La Mouette is a slightly larger replica built in Port Townsend. She is the realization of Jack Weingand's dream to have the ideal boat. Jack is part of her history as I shall someday be. Barring bad judgement or ill luck, La Mouette should outlive me. I'd like to think that 100 years from now someone who loves her as much as I do will lie in her port berth, tracing the gull Kit Africa carved into her cabin with their fingers, thinking kind



WE PLEDGE TO BACK EVERY PRODUCT WE SELL WITH PERSONAL, INHOUSE TECHNICAL SERVICE.

RICH WILDES CAL-MARINE

ELECTRONICS CORPORATION

PIER 19. THE EMBARCADERO SAN FRANCISCO, CA 94111

(415) 391-7550



"Going home to Marina Village is like going on vacation... every day."

ocrupine *

This is just one of the many reasons our homeowners choose to live at Marina Village. The location, on the Estuary in Alameda, is an easy walk to both restaurants and shopping. San Francisco is only a 20-minute drive away.

The waterfront views. The elegant yachts in the marina. The Oakland skyline aglow at night.

You can certainly see why our remaining two- and three-bedroom townhomes, priced from the upper \$200,000s, won't stay on the market long.

These are some of the last waterfront homes in the East Bay offering you a great opportunity to live by your boat. Come by and visit our models today, and ask a salesperson for details about free berthing in our marina. We're open Friday through Tuesday from 11 a.m. to 5 p.m., or call **521-0344** for details.



ALAMEDA CALIFORNIA

Broker Co-op Welcome.
*See a salesperson for details about free berthing.



From Route 880 (Highway 17), take the Broadway exit to Alameda.
Immediately through the Alameda Tunnel, take the first left exit,
Constitution Way overpass.
Continue left on to Marina Village Parkway, then follow the signs to the townhomes at Marina Village.

thoughts of George Holmes, who designer her two centuries before, of Ray Speck and Kit Africa, who built her, of Jack, who commissioned her, and of me and several others in the future who cared for her and sailed her.

What brought all this to mind was that someone on the waterfront recently, in a fit of rage, took a chain saw to a beautifully restored classic sloop. His rationale was that since he'd put some time and effort into her restoration, she was his to do whatever he wanted with — including destroy her.

The immediate reaction on the waterfront was that this person became a persona-non-grata. About the only place he belongs is a hog farm in Kansas. But it got me to pondering; do we owe something beyond our sweat equity to such classics?

For me the answer is yes. We owe them the future.

Stephen M. Osborn Master, *La Mouette* Galilee Harbor, Sausalito

Stephen — The conflict between individual and governmental/societal rights — which is the question you have really raised — has been discussed and warred over for all of recorded history. With the explosion of the world's population, instances of this basic conflict are turning up with increasing regularity.

While there are all kinds of shoreside precedents in which a structure or piece of property has been found by the courts to have an overriding value to society, to our knowledge there haven't been many similar cases involving privately owned boats. But check this month's Short Sightings for evidence that such a thing might be getting closer. (Of course as our legislators all seem to be wanting to teach us, there's often a huge chasm between what's legal and what's ethical.)

The problem with granting government/society power over the individual is that once the ball gets rolling, society usually tends to go overboard and steamroll individual rights. Take for example, the case of liveaboards and anchor-outs. Should a numerically greater number of hillside residents be able to force out individual liveaboards and anchor-outs because they don't like the resulting view? It might seem relatively benign on the surface, but it's not that far in principle from a majority of society deciding that a minority of society doesn't have any right even to exist. Lord knows attempts at genocide haven't been rare in this world.

This is a tough issue that wasn't resolved two thousand years ago when there were fewer people and the question wasn't as exacerbated by the conflicting interests of different cultures, religions, economic groups and other interests. And it's getting tougher all the time.

We understand your point of view, but be careful that the principle doesn't trap you in other positions you'd rather not accept.

UNDER THE STATE OF THE STATE O

When James Moore wrote about waste in Avalon Bay and Sausalito in your December issue, you failed to mention a very important service being offered to anyone who owns a boat in the San Francisco Bay Area. It's called M.T. Head, and has been in business for a little under two years.

Ever since we started our service in July of 1989, Schoonmaker Point Marina has been using our service. I wish I could say there is no waste problem in the Bay Area, although quite a few people have signed up for our service. I'm sure that others just haven't caught wind of our boat yet (just stand downwind).

The harbormaster and assistant harbormaster at Schoonmaker have been doing their best to let people know about our service, although it's up to the individual to sign up. And people have been signing up and showing their concern for keeping the water they

SEE AT THE BOAT SHOW



Universal Mini 4 Model M4-30 25 Continuous HP Diesel

BOAT SHOW CLEARANCE \$4,495. OUT THE DOOR

While supply lasts! Price good through January 31, 1991.



RACOR FUEL FILTERS

Save your engine and yourself with a Racor fuel filter.

"State of the art fuel filtration."



VERNALIFT WET MARINE MUFFLER

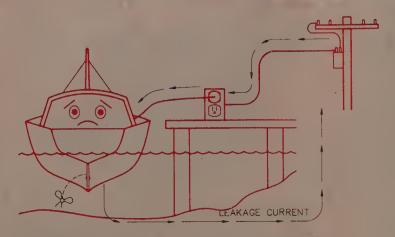
The Vernalift all fiberglass muffler will not rust, cor-

rode or deteriorate from exhaust gasses, fuel, fresh or salt water. It's effective against noise and preventing water return to the exhaust manifold. It's the perfect replacement today.



333 Kennedy, Oakland, CA 94606 (415) 533-9290 Fax (415) 534-0908

ELIMINATE

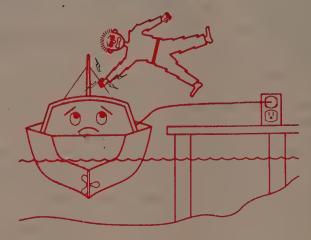


ACCELERATED METAL CORROSION

ISOLATOR SERIES

GROUND FAULT INTERRUPTER

20, 30, & 50 AMP MODELS AVAILABLE REQUESTS FOR CUSTOM APPLICATIONS WELCOMED



ELECTRICAL SHOCK **HAZARDS**

FOR A FREE BROCHURE AND ORDERING INFORMATION CALL:



QUALITY TRANSFORMER and ELECTRONICS MARINE DIVISION (408) 946-4281

PRODUCTS BUILT BY BOAT OWNERS FOR BOAT OWNERS



SCHOONMAKER POINT MARINA SAUSALITO



MARINA FACILITES

- 160 Berths
- Visitor Berths
- Guest Moorage to 200'
- Storage: Inside/Outside
- Three-ton Hoist
- Parking

- Deli
- Public Beach
- Rowing
- Windsurfing
- Kayaking
 - Sailing Instruction

NOW LEASING:

Berths • Waterfront Offices and Shops • Dry Storage 85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965 (415) 331-5550



GIANOLA & SONS

Award Winning Canvas Products Custom Interiors & Cockpit Cushions

Family Owned and Operated Since 1969

400 Harbor Drive, Sausalito For Free Estimates Call

(415) 332-3339









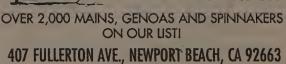






SAIL EXCHANGE THE SAIL BROKERS

USED SAILS UP TO 70% OFF



800-628-8152





live and play on clean.

M.T. Head is also working with the city of Sausalito to take care of the waste generated by anchor-outs. We don't just offer our service in the Sausalito area; we also service three marinas in the South Bay and five in Alameda.

Since we started our service we have been able to use the heads onboard when we wish and not be contributing to the waste in the Bay. This could and should be the way life is onboard a boat.

Rick Mortimer
M.T. Head Marine Sanitation Service
Redwood City

Readers — We'd never heard of M.T. Head before, but it operates like a floating pump-out station. Rick Mortimer tells us that they have 82 customers around the Bay right now and are working on a contract with the city of Sausalito to take care of the needs of 55 anchor-outs.

The business is run like a garbage service in that boats have to sign up for regular pump outs. No matter what size the holding tank, the charge is \$35 for once a week service, \$20 for twice a month service, and \$12 for once a month service. Most customers—and 60% are liveaboards—have signed up for the twice a month service.

Mortimer says he's most delighted with the fact that he's saved three boatowners from getting chucked out of their marinas. They'd been caught discharging into the Bay and were given the option of either signing up with his service or being evicted.

While M.T. Head is not as successful or well known as Mortimer hoped it would be at this time, business has nonetheless been good enough for him to quit his job as a meat & seafood salesman and devote full time to it. He's currently looking to offer the same service in other parts of California.

It seems to us that he's on to something that's good both for sailors and the environment. You can reach M.T. Head by calling 365-8560

On a slightly different subject, we were delighted to note that someone else has finally taken a step to let the local press know that mariners aren't the primary polluters of the Bay. In a letter to the editor of a recent issue of the Bay Guardian, Greg Harris, Director of the Clean Bay and Coastal Waters Program, reminded the Guardian that:

"In October, the U.S. Environmental Protection Agency formally declared that every embayment of San Francisco Bay is a 'toxic hot spot' where pollution violated the Federal Clean Water Act. The polluters? EPA and state officials agree that storm drains carrying transportation wastes from our roads have joined oil refineries and Silicon Valley as the biggest toxic polluters of the Bay. In fact, water quality officials have long believed that this 'urban runoff causes more baywide toxic pollution than any other source in the Bay Area."

Unjoined to see the sign had not been put up

Every so often we are reminded that there are certain dangers involved with the sport of sailing. On the water the forces of nature can surprise us, and we all know that wind and waves have taken their toll. On land there are dangers that can be just as fatal — but aren't so obvious.

In September of this year, I had just finished assisting a race committee at a Bay Area yacht club and had dropped by their yacht club for a friendly visit. A group of members were standing across the street from the clubhouse looking at a trailerboat boat that had recently been donated to the club. Being a helpful sort of guy, I grabbed the forestay to assist three others who decided to move the boat next to the clubhouse.

The tall high-performance mast was still in the boat at the time, and just before we got next to the club someone yelled: "Stop!" We

There is a full chandlery on the San Francisco waterfront.



50% OFF

HAULOUT WITH THIS AD

- Wide selection of bottom paint and paint accessories
- Supplies for fiberglass and wood boat maintenance and repair
- Power tool rental to yard customers
- Do-it-yourself nicopress bench
- Stainless steel and bronze fastenings
- Rigging
- Wire and line
- Plumbing and electrical supplies
- Open Saturday
- Unlimited free parking

San Francisco Boat Works Chandlery

835 China Basin Street (foot of Mariposa St.) San Francisco 626-3275



COW PALACE





404

Jan. 11th-20th





Autopilot SALE \$1995.00



ICOM M-56 VHF **SALE \$299** after rebate

Come by Our Booths (238-240) for Your Free 1991 Catalog

ALAMEDA 2317 Blanding Avenue (415) 865-3777

Marine Electronics

SANTA CRUZ 333 "C" Lake Avenue (408) 475-3383

OYSTER POINT MARINA

NEWLY EXPANDED! IDEALLY LOCATED! COME SEE FOR YOURSELF!

MARINA SERVICES:

BERTHING: 600 berths from 26-60 ft.

GUEST DOCK & BERTHING: Available at 30 cents per foot

PARK/OPEN SPACE: Approximately 33 acres of park and open space with trails and promenades.

SWIMMING BEACH: 2.5 acres of beach.

FISHING PIER: A 300' concrete fishing pier.

LAUNCH RAMP: Two-lane concrete ramp with parking for 70 boat trailers and cars.

RESTROOMS AND HOT SHOWERS: Public restrooms and private restrooms with showers.

24-HOUR SECURITY

PUMP-OUT FACILITY: Located on the fuel dock.

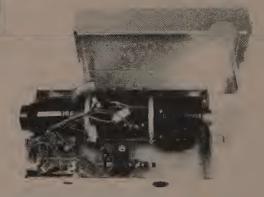
• SUMMIT MARINE SERVICES (415) 873-2500 CHANDLERY • DRY STORAGE • HAUL OUT • BOAT REPAIR FUEL DOCK: Both regular and diesel. CANVAS SHOP: Custom and repair.

> OYSTER POINT YACHT CLUB 415/873-5166

For information call 415/952-0808

WHEN IT'S NOT

Enjoy fall, winter, and spring cruising by installing a Scan Marine forced-air heating system. These systems keep your boat warm, dry, and comfortable. We have all the advantages: Factory-trained service, easy installation kits, low power drain and low prices. When it comes to heating systems, we're HOT!



We also feature kerosene forced-air heaters

heaters (Remotron).

(Wallas and Thermic), and propane forced-air

2.5 Amp

(206) 285-3675

FAX: (206) 285-9532

ARDIC

· 041-D by

• 14,000 BTU

70 cu. ft. per

changer of

stainless steel

Battery Draw

Heat ex-

 Optimum Operational

Safety

minute of air

Volvo

2144 WESTLAKE AVE: N., SUITE D SEATTLE, WA 98109

looked at him and noticed he was looking up . . . up at high voltage lines just three or four feet above the mast! The four of us holding the boat had come to within two or three feet of being burnt toast.

I was shaken, as I'd heard too many stories and been lectured at too many meetings as to what could have happened. Everyone else was aware of what had almost happened, and the mast was taken down.

I discussed the situation with a member of the club's board and decided to make a sign to warn others of the possible danger. I fabricated an outdoor sign to be mounted on the heavy cable that stretches between the clubhouse and the storage area. I told the same board member I was willing to put the sign up, but was told to simply leave it at the clubhouse. I did this, even going to the trouble of bolting an eye-hook to the club so that no tools would be needed to put it up.

But did anyone ever put it up? Three weeks later I returned to see the boat they wanted to store next to the club was still there under the high voltage lines with the mast nearby. And the sign I had dropped off with a diagram suggesting where to put it had not

been put up. The potentially fatal situation still exists!

I wonder if there are other high-voltage power lines out there in Latitude-land that wait for unfortunate sailors to move their boats too close. Maybe we should all check around our clubs, dry sailing areas, parking lots and launch ramps to make sure no dangers exist. After all, the next such fatality might be one of your family — or me!

Scott Stokes San Rafael

Readers — Stokes sent this letter in more than a month before a towed J-24 hit an overhead powerline in Alameda and blacked out part of that city. See Sightings for details, then look around to make sure your area is secure from power line dangers.

As for the Tiburon YC, as of December 18 that blue trailerable boat was still being stored within 10 feet of three power poles. Given the recent incident in Alameda, she looks more out of place

than ever.

UNIFIRST IN THE VAMPIRE CAVE, NOW IN LATITUDE

While reading your December issue, I began to wonder if the mushrooms I'd eaten for dinner were of the 'magic' variety. Or that — as many people think — I was insane.

The reason? In the Season's Champions article, the skipper of the Cal 29 Wherewolf, John Hauser, is a dead ringer for the late

lead singer for the Doors, Jim Morrison.

After verifying the 'shrooms' did indeed come from Safeway, I discovered the CD cover from The Door's Greatest Hits. As a result, I must ask if Morrison is still alive. And what a photo of Elvis sailing an El Toro off Alcatraz might be worth? Perhaps a Latitude t-shirt?

P.S. In the movie Lost Boys, the same photo of Morrison is

hanging on the wall in the vampire cave.

Kevin McNoughton O'Day 25, Lunatic Fringe North Highlands

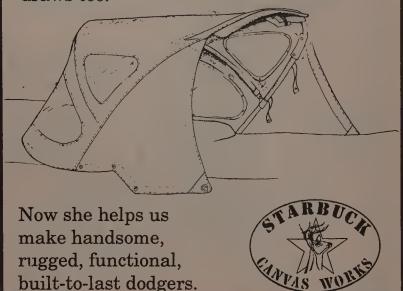
Kevin — It's like this: it was getting near 'The End' of the issue — you know, 'When the Music's Over' (we were ready to turn out the lights). Since 'People are Strange', the champion in question decided to become a 'Back Door Man' before he could 'Light Our Fire' with a photo. He said, "You 'Riders on the Storm' at 'Horse Latitudes' just stick any old picture in there." So we did.

∜↑↑SHE'S SWEET, BUT NOT CANDY

I recently had the opportunity of reading your article about the San Francisco Big Boat Series, and in particular, the performance

BARB'S DODGER

Barb walked into the loft one day while we were laughing at her resume. Something about making duck costumes for the movie *Thunderthighs IV*. She got the job. Hollywood's loss is our gain. Her work is better than her resume is funny. She draws too.

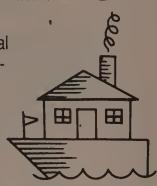


EDgewater 2-2509
300 INDUSTRIAL CENTER BUILDING, HARBOR DR., SAUSALITO, CA 94965

YACHT INSURANCE

FOR LIVEABOARDS

Introducing the Quartermaster
Liveaboard Yacht Policy from Royal
Insurance, one of the nation's leading yacht insurers. Quartermaster
combines the comprehensive
coverage and features of Royal's
standard yacht policy with broad
homeowner protection, including:



- · Comprehensive Personal Liability
- · Personal Property Coverage including property in storage
- · Loss of Use Protection
- · Countrywide network of claim adjusters and surveyors

Call for complete details and a FREE copy of a policy review done by LIVING ABOARD Magazine. Phone TOLL FREE 1-800-869-2248 or (206) 447-0489

Offered exclusively through





Pettit-Morry Co.
INSURANCE BROKERS

520 Pike Street - 20th floor Seattle, WA 98101-4004











First New England Financial

A UNIT OF G.E. Capital

"There's only one marine financing professional!"

Before you look for your next yacht, call one of the experts that have over fifty years of financing and yachting experience.

Southern California • (714) 752-0919 Jeff Lona

Regional Manager • (714) 752-0919 Michael Bryant

1601 Dove Street, Suite 125, Newport Beach, CA 92660

5/4/4

Going Out of Business After 15 Years!

LARGE INVENTORY OF CRUISING GEAR!

All Items to be Sold at or **BELOW** Cost!

Tell your friends.

Anchors, Autopilots, Blocks, Cabin Heaters, Compasses, Furling Systems, Hatches, Inflatables, Knotometers, Lights, Outboards, Port Lights, Paints, Rigging, Winches, VHFs, Building Materials and Much More.

ALL SALES FINAL - Cash Only, No Credit Cards.

Voyager Marine

1296 State St. P.O. Box 246, Alviso, CA 95002-0246 (408) 263-7633

Closed Sundays and Mondays



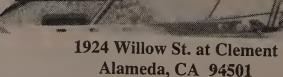
SAN FRANCISCO BAY

STAINLESS CRUISING SOLUTIONS Advances in electronics and growth in practical cruising

knowledge have combined to produce an eminently practical structure - the radar arch.

An impressive list of advantages for the cruiser includes the following:

- Electronics platform the generous width of an arch naturally provides room for a veritable forest of electronics gear and
- Solar panel/wind electric generator mount this large gear sets up high, out of harm's way.
- Solid hard point for all manner of cockpit canvas awnings.
- Rigid construction Railmakers S.F. Bay radar arch frames are strong enough to accommodate removable davits.
- All this capability weighs in at only about 75 lbs and leaves the stern area virtually unobstructed.



(415) 521-8966 • Fax (415) 521-0962

IFTTFRS

of my J-35, Abba-Zaba Jab. I was quoted as likening the Abba Zaba candy bar to a J-35. As you know, I have owned many custom grand prix racing yachts, including Brooke Ann, Crazy Horse, Cowboy, and Babe Ruthless, as well as a number of production and class boats. I think the reference to the candy bar was a very poor attempt at simile.

J Boats have always had a good reputation for sailing fun, durability, fit and finish. My J-35 is no exception. I have varnished her interior and keep her in yacht shape because I am proud of her. She is as much fun to sail as any boat I have ever owned and the class racing is outstanding. Her performance figures are actually better than my old Two Tonner and are on par with most of the new flat-out IOR One Tonners.

Pound for pound, dollar for dollar, the J-35 is an outstanding value whether for racing or cruising. The only similarity between *Abba-Zaba Jab*, the J-35, and the candy bar by nearly the same name, is that they are both favorites of mine.

We're on our way to Key West for the J-35 Mid-Winters. Happy Sailing to all!

Larry B. Harvey Los Angeles

U↑ RAFIKI ROUND-UP

The newly-formed Rafiki Owners Association held its second cruise-in on September 8 at Angel Island. We had a great turn-out, with nine boats and food enough for an army.

So far, 30 owners have responded to our Owner's Survey, so networking does work. At present we have heard from four Rafikis out cruising: Roundelay is on a circumnavigation and currently on her way to Sri Lanka; Orea and Aurone are presently in Mexico and soon to be headed to Costa Rica. Another Rafiki, Sierra, reported having a wonderful time in Hawaii this summer.

Rafikis are excellent cruising boats and we're happy to hear that our sisterships are keeping the tradition alive.

By popular request we have opened membership in the Association to Rafiki 35 owners as well as Rafiki 37 owners. We hope to hear from more 35 owners in the near future. For further information, call Doug or Joan Rumrill at (415) 865-8302.

P.S. Our next cruise-in is planned for February.

Doug & Joan Rumrill

Delphinus, Rafiki 37 #26

2236 Mariner Square Drive, #43, Alameda, 94501

∜↑↑NOT GETTING ANY RESPECT

I'm not writing to complain about the quality of my photo in the Season's Champions piece, but rather to convey how very much I wish you'd been able to spell co-owner Ken Manuele's name correctly. Even before the issue came out he was always saying he didn't get any respect.

I also want to inform you that people really do read the blurbs about the season champions. I know because I have already received several phone calls about 'deals' on J-35s. You may remember that I mentioned we're considering changing boats.

My other comments, which you apparently didn't have room to publish, were meant to portend what has now happened. The Islander 30 Mk II Association has asked the One Design Classes Association for a one-year leave of absence which really means the 1990 season was probably the last for that boat. It's a shame because there are 44 boats in the association and the Islander 30 is really a wonderful boat for the Bay and ocean.

As your Max Ebb article inferred, people are tired of the same 'structured' racing every week, every year. And some of us have been at it a while. Larry Telpord (sic) just completed his 27th YRA season, 19 of them with his Islander 30 Antares. We've raced Current Asset for 10 years in YRA/ODCA.

Like Lee Helm, we're going to do all the doublehanded races



INSTOCK AND READY FOR IMMEDIATE DELIVERY.

"Our national marine financing experience will quickly and efficiently put you in the boat you want."

Maryland National Bank has the money you need in stock for the boat you want.

- 24 hour turnaround on loan request
- Loans for new or pre-owned vessels
- Refinance your present boat loan at a lower interest rate
- No points
- No balloon's
- Competitive rates and extended terms
- No prepayment penalities
- Complete documentation handling
- National financing experience

Ask about our SPECIAL low monthly payments TO APPLY TODAY, CALL

1-415-522-7739



MARYLAND NATIONAL BANK

1(800)447-7739 1070 Marina Village Pkway Suite 101 Alameda, CA 94501





ELECTRONICS!

NEW PRODUCTS FOR 1991

BOAT SHOW Cow Palace
Jan. 11-20

Northstar



- N@RTHSTAR
- New 6 channel receiver
- Waterproof display
- 3 year warranty

Show Special

\$3,695

SAILCOMP 103 AC



- New auto comp feature, just swing boat in a circle and compass compensates itself
- Built-in Laran repeater

\$595

KENWOOD
TKM 707 SSB



- Quality SSB/Ham receiver system
- 150 watt output
- Built-in scanner

\$2,195

w/Tuner

FURUNO

GP-1500 GPS/PLOTTER



- Shows chart, vessel position, vessel track, waypoint and route on a 7" screen.
- waypoint and route on a /" screen
 Dual channel multiplexed receiver

Show
Special
\$4,295

MICROLOGIC

GPS



- Full automatic operation
- Easiest to use GPS
- NMEA 0183 outputs

Show Special

\$2,295

Trimble
NAVTRAC GPS



- Major price reduction!
- Quality 3 channel receiver
- 5" LCĎ steering graphics

Only

\$2,995

SALES • SERVICE • INSTALLATION

OF SAUSALITO 300 Harbor Drive 94965 (415) 332-5086



Maritime Electronics
"We Make Boat Calls"

OF SAN JOSE 1539 So. Winchester 95128 (408) 378-0400

and a number of regatta-type events in 1991 rather than the ODCA/HDA or what have you in YRA — unless the J-35 salesmen prevail, in which case it would be J-35 one-design racing.

John Bowen

President & Race Chairman of the Islander 30 MK II Association ODCA Representative on the YRA Board of Directors (Probably not much longer)

Champion of Champion Regatta Chairman, 1991 (Again, probably not much longer)

John — Tell us the truth, did you spell Larry Telford's name Larry 'Telpord' just to get even with us — or are you human, too?

No matter what kind of racing you do or in what boat, take with you our best wishes for continued success with you.

UNIVERSED TIPS, ADVICE AND A MANUAL

That was a great article on the Westsail 32. About three months ago my husband and I bought a 1976 Westsail 32 — that's still on the cradle. The guy we bought it from used to install cabinets at the Westsail factory in Costa Mesa. The boat is only about 60% finished, as it still needs some interior work, the plumbing, the electrical work — and the deck, of course, is bare.

We were given Bud Taplin's name but had lost his phone number so we were delighted to see the address in your article. At least we now know where to pick up supplies.

One thing we never received was the Westsail Boatbuilding Manual. If anyone out there has one they don't need, we'd love to buy it from you! We also more than welcome tips and advice. Please call us at (916) 542-1727.

Mary Thompson Madeshka, Westsail 32 South Lake Tahoe

U↑A 370-TON SINGLEHANDED SAILBOAT

With the BOC Singlehanded Around the World race just underway, it was exciting for us to come across what must be the

largest sailboat for singlehanding ever built.

We found *Phocea* in Marseille, France, Med-moored at View Port, the old fishing harbor at the foot of *Rue Canabier* ('can of beer') in the center of town. She lay there — all 243 feet of her — looking magnificent with her four auto-track masts and five furling jibs. Her booms, all anchored with huge hydraulic vangs, are, of course, as with all running rigging, automatically controllable by one person from the sleek pilothouse. This includes the two drop keels, in tandem, which fully extended give her a maximum draft of 16 feet. She has 28-foot beam and displaces 370 tons.

Phocea literally dwarfed two 100-foot plus cruisers on either side of her. Her crewmembers say she is owned by Mr. B. Tapie of Paris — who also owns Marseille' league-leading soccer team,

among other toys.

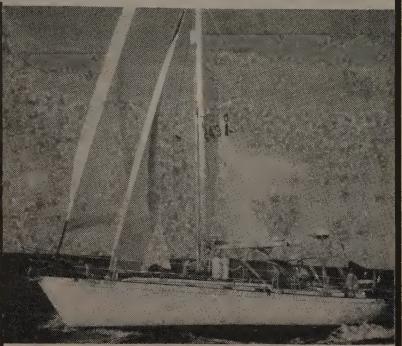
We learned that *Phocea's* beautiful fiberglass hull was originally constructed in 1976 and then modernized to that of a luxury megayacht in 1986. She carries a permanent crew of 14 which can mount as many as three spinnakers at a time from her 150-foot masts. Not counting the chutes, she spreads over 17,000 sq. ft. of sail and has done as many as 490 miles in 24 hours. That's an average of more than 20 knots!

We challenge your readers to top Phocea for singlehanding!

Since our salty Latitude 38 t-shirt was displayed while obtaining the information for this report, we hope it will produce a (large) replacement.

"KC" Holm Escape Danville

KC - The boat you're describing was originally Club



Donna Rose — Peterson 44
Owners: Rudolf & Ilse-Maria Grigoleit

In September, 1986, Rudy and Ilse had us make them a couple of good, strong, roller reefing and furling headsails for their up-coming cruise. They left November 1, 1986 and returned in April, 1990.

In that time they sailed around South America, then through the canal into the Carribbean, and on up to Maine, and then back home again. A lot of countries and places and people!

The sails? We're happy to say they worked well the whole time, both partially rolled up and full size. Repairs? They weren't needed. I guess we made them what they wanted.

WINTER DISCOUNTS
NOW IN EFFECT

HOGIN

Specializing in cruising sails for 25 years

New Sails • New Covers • Repairs

Recuts • Used Sails



In the Alameda Marina at 1801-D Clement Ave. • Alameda, CA 94501

(415) 523-4388

Mon-Fri 9 a.m. to 5 p.m. • Sat 10 a.m. to 2 p.m.

McGINNIS INSURANCE

THE EXPERT THE EXPERTS CHOOSE

"The Marine Specialists Since 1972"

* EXTENSIVE YACHT PROGRAM

- Claim settlement is what counts!
- Outstanding program for high value yachts, power and sail.
- Specialists in worldwide cruising.

If You Don't Know Boat Insurance Make Sure You Have An Agent Who Does

(415) 332-0500



McGinnis Insurance Services, Inc. • 10 Liberty Ship Way, #4103 • Sausalito, CA 94965





SLIPS AVAILABLE

COVERED TO 60' OPEN TO 90'

The finest facility on the Delta with 2 restaurants, cocktail lounge, fuel dock, guest dock yacht sales and service.

Located one mile off I-5 in Stockton.

VILLAGE WEST MARINA

6649 Embarcadero Drive, Stockton, CA 95209

(209) 951-1551

Managed by Pegasus Group



Mediterranee, which was built specifically for Alain Colas to kickbutt in the 1976 OSTAR. As often happens with overwhelming favorites — most recently the Oakland A's — Club suffered the humiliation of finishing second when Colas, a much beloved and terrific sailor who shortly thereafter was lost racing a trimaran across the Atlantic, had to pull into Newfoundland for repairs. An extremely ugly vessel when first launched, she was the impetus for limiting the length of future OSTAR entries to 60 feet.

She wasn't heard from again for many years. Then while at anchor in Mayreau, one of the Grenadines, one New Year's 1988, we saw this weird looking gigantic modern four-master rumbling along the north shore of Union Island. An hour or so later a couple of guys in a Boston Whaler took soundings next to our boat so the Phocea could drop her hook about 50 feet away. She'd been so completely and cleverly redone that we couldn't recognize her as the old Club. Operating as a luxury cruise ship for a limited number of guests, she was lit up like a Christmas tree at the old City of Paris store. Just for contrast, there was one of those ancient Windjammer Cruise ships just on the other side of her.

U↑DON'T BLOW A FUSE — WITHOUT SPARES!

The September installment of the Mexico Primer was very well done. One major item left out, however, was the need to carry at least a dozen spare fuses for each piece of equipment onboard; i.e. radar, Loran, autopilot, refrigeration, etc. The more 'toys' you have, the more spares you need. We found fuses most difficult to replace while in Mexico.

If you have a Lopen windlass, a spare site glass is also a must as they can easily be broken by the anchor chain or constant sunlight. Lucky for us we obtained one from a smarter cruiser who had taken spares

taken spares.

The little 12-volt anchor lights made up by cruisers from saltshakers are wonderful! Besides only drawing only 1/8 amp per hour, they have a sensor that turns them on at dusk and off at sunrise. Many a night our little anchor light guided us through the fleet to our boat. It's also a powerful enough light for relaxing in the cockpit. Since the lights are not yet commercially available — Downwind Marine was working on trying to stock them — you have to buy one from one of the many cruisers who make and sell them.

Sharon Rentala
Saima, Class of '88-89
Now 'Car Cruising' — darn it!

Sharon — That admonition to carry spare fuses is a good one. But 12 spares for each fuse? If you've got a piece of equipment that's going through that many fuses in a season, you don't need spare fuses as much as you need to eliminate whatever problem is causing them to blow.

UNNEED SOME DIRECTION ON MY COMPASS

A number of years ago I bought a compass at a flea market in Oakdale, of all places. Obviously, I'm in no rush, but I'd like to know more about it.

It appears to be a 'dry bowl' type, with a brass housing four inches in diameter. It has an outer-ring gimballed mount which is fastened to a wooden case.

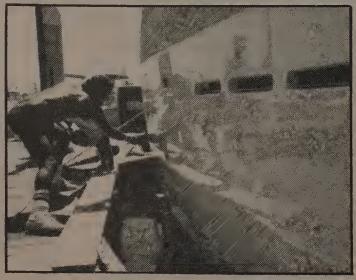
The bottom of the compass is copper and the number 1859 is stamped on the brass housing ring. E.M. Sherman, Seattle is written on the compass face. Dirago is written on the upper part of the compass card, which if black and white.

If anybody knows anything about this particular compass or

compass maker, I'd appreciate hearing about it.

Wayne J. Benson 1151 Village Drive, #3, Belmont, CA 94002 (415) 592-9150

GLOSS FOR SALE



STERLING POLYURETHANE COATINGS

An investment in excellence.
A promise of quality.
Unmistakable STERLING gloss.
Demand STERLING—Call us collect today



Box 1246 • Newport Beach CA 92663 • (714) 631-8480



Leading edge sails

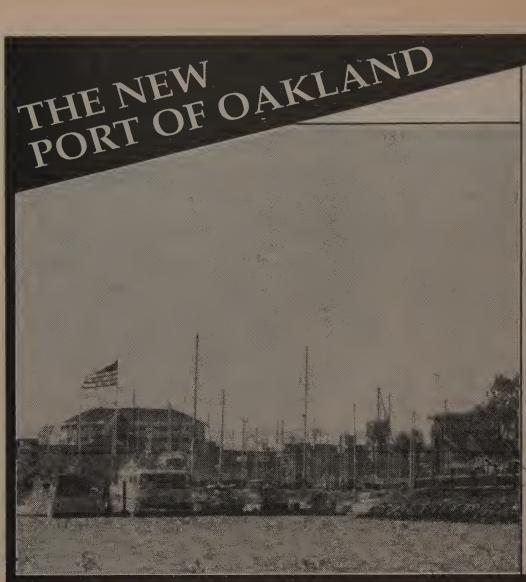
FINEST IN CUSTOM RACING

AND CRUISING SAILS

1125 north amphlett san mateo ca 94401

(Across 101 from Coyote Point)

-415 347 0795



BERTHS

Whether for a night, a month, or a year, the Port of Oakland has quiet, stable, deep water berths to fit your needs. The Port has a variety of beautiful facilities along the Oakland waterfront with shore power, shoreside amenities, solid security, ample parking and easy access to Rt. 880. Come to the Port of Oakland and stay – you'll enjoy it.

- Dining
- Guest Docks
- Historic Ships
- Quaint
 Atmosphere
- Permanent Berths
- Fuel
- Shops
- Quiet Weekends
- Nautical Character
- Harbor Master Louise Jones
 Jack London's Waterfront
 (415) 272-1586





LOOSE LIPS

According to Harper's Index. . . .

The ratio of Coast Guard employees disciplined for drug violations vs. drug smugglers caught by the Coast Guard: 1 to 3.

Too late for last month.

But too nifty to ignore — that's the accompanying photo taken at the Silver Anniversary get-together of the Cal 40 fleet at the Cabrillo Beach YC in November. We count twenty 40s in the photo — "Prob-



Cal pals: twenty Cal 40s rafted up at their 25th birthday party.

ably the only time in history that many were actually in the same place at the same time," writes Jim Eddy, one of the anniversary organizers. Eight more 'on the hard' in local yards couldn't make it. But with enthusiasm for the event running high, they may make it to next year's rendezvous.

Where does he get all this material about maritime disasters?

L.M. Boyd, who writes the *Grab Bag*, wonders why all the fuss about the *Titanic* and the loss of 1,517 lives. The French vessel *Provence*, he points out, sank in the Med four years before with a loss of more than 3,000 lives. The answer, as we've all come to know, is that some lives — notably those of monied Americans — are considered to be worth more than others.

If the Japanese penchant for excellence is driving you nuts, Boyd also has a maritime nugget that will put a sadistic smile on your face. It seems that back in 1962 a group of Japanese ocean-ographers positioned their observatory ship to closely study the predicated eruption of Myojin, an undersea volcano. It turned out their positioning was, pardon us, dead on. Erupting directly beneath them, all hands were killed and the oceanographic vessel was left in splinters. . .

An interesting woman.

Do you go to boat shows mainly for the boats, the accessories, or the people? Depends on what you're in the market for, of course. But the most experienced boat show patrons we know invariably put meeting interesting people at the top of their list of priorities.

If you count yourself as one of those, you definitely won't want to miss a chat with Jan Robinson, the wacky New Zealander who writes the Ship To Shore series of cookbooks.





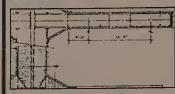
HEAVY DUTY DEEP CYCLE MARINE BATTERIES



Available at the following local marine chandleries and service distributors: Landfall Marine, Sausalito Mariner Boat Works, Alameda Neville Marine Electric, Alameda Stone Boat Yard, Alameda Svendsen's Chandlery, Alameda Proper-Tighe Marine, Alameda Star Marine, Alameda Golden State Diesel Marine, Oakland Boater's Friend, Berkeley Scandinavian Marine, Berkeley Bay Yacht Service, Alameda Energy Technology Systems, Byron

AMERICAN BATTERY Hayward, CA (415) 881-5122

FROM CONCEPT



- Design flexibility, reduced maintenance and durability
- An unsinkable combination of polyethylene covering over a polystyrene foam block
- Not affected by petroleum solvents or marine pests

TO COMPLETION

MEETING ALL YOUR FLOATATION NEEDS SINCE 1968



(415) 233-5929 Pelafoam Inc.

P.O. Box 36, Richmond, CA 94807

THE MACGREGOR 65 ON DISPLAY

Cruising Configuration 1991 M-65-SC \$169,000 FOB Factory

THE MACGREGOR 26 ON DISPLAY

U.S. #1 TRAILERABLE SAILBOAT NEW 1991 Model \$10,990 Complete with Trailer



"Number 1" MacGregor Dealer, World Wide ARENA YACHT SALES

> MARINA VILLAGE HARBOR 1070 MARINA VILLAGE PKWY, #103 ALAMEDA, CALIFORNIA 94501 (415) 523-9292

Your Solution Center.

- Paints Hardware Electrical
 - Experience Knowledge
 - Solutions •

Proper-Tighe Marine



2427 Clement Avenue, Alameda, CA 94501 Mon-Fri 8-5; Sat 8:30-4

(415) 523-3143

HONDA OUTBOARDS



CALL FOR BOAT SHOW SPECIALS

> 90 days same as cash

- HONDA FEATURES –
- No oil and gas to mix
- 4 stroke Cleaner Quieter
- Easy starting electronic ignition

DUBAN POWER EQUIPMENT



6843 DUBLIN BLVD. DUBLIN, CA (415) 829-3733

SALES • PARTS • SERVICE

or optimum performance and safety, we recommend that you read the owner's manual before perating your Honda Power Equipment. Connection of generators to house power requires transfer evice to avoid possible injury to power company personnel. Consult a qualified electrician.

Custom Bedding and Accessories

Tired of half-on, half-off uncomfortable sheets? We customize any material, Percale Blends, 100% cotton, flannel, in solid colors, patterns (stripes, flowers); you specify your choice to fit your bunk exclusively, with elastic. All Blankets, Quilts, and Pillow Shams are tailored to fit your bunks also. Write or phone for a free brochure and price list.









P.O. Box 134 Poquonock, CT 06064 (203) 688-0468

Certificates Available







- CRUISING
- PERSONAL SERVICE



SHORE SAILS

1 Harbor Way South • Richmond, CA 94804 (415) 234-9047

LOOSE LIPS

What distinguishes Jan's work from numerous other yachting cookbooks are a welcome absence of fluff and her slightly different perspective: As well as being an expert cook, Jan is an accomplished sailor. She holds a 500-ton masters ticket and skippers her own 60-ft charter yacht out of St. Thomas.

Jan now has five books in her collection, the newest of which is Sweet to Shore. Trust us, she's a kick to talk to. Find her at her booth at the Moscone Show.

And now for a little culture (very little).

We were going to use this space to write something brilliant about the America's Cup, but 1) nothing is all that different since last month; 2) it's the night before Christmas and we've got things we'd rather be doing; and 3) we found this masterpiece lying around the office. Besides, you can always read about the Cup in the glossies — but where besides Latitude can you find sheer poetry such as the following? It was written by Lisa and Malisa during the delivery of Oaxaca, an SC 50, back from Hawaii this summer. It's sung to the tune of Jimmy Buffet's Motel Song.

This Santa Cruz 50's got a lot of stuff Two lovely ladies that are in the buff Five ugly faces that are growin' scruff But if we mourn and if we beg Can't get Lisa to shave her legs.

Shave her legs, shave her legs, can't get Lisa to shave her legs.

Well this sailing stuff's all right with me Got lots of clouds and lots of sea Yeah, this sailing stuff is all right with me Stand on the stern if you got to pee.

Gotta pee, gotta pee, hang your willie to the wind if ya gotta pee.

It's got a starboard side and it's got a port
Joe went swimming and lost his shorts
We spend the evenings dodging big black squalls
Our days are spent looking for big Japanese glass balls.

Big glass balls, big glass balls, our days are spent looking for big glass balls.

We're out here on our 14th day
And we're only 20 miles away
Engine's broke, won't work no more
Just don't think we're going to make it ashore.

(chorus)

The girls entertain themselves by dance Shakin' their booty, puttin' the boys in a trance Well, we finally got good radio Now the girls are ready to go.

(chorus)

Mike hasn't taken off his green pants in three days When we get ashore they'll just walk away All our clothes are dirty and damp Joe's so sick he feels like a tramp.

(chorus)

Lisa and Pep found a glove
Not the wooly type, but the kind for love
They wonder what should be done with it
So they blew it up and tossed it in the cockpit.

That's all folks. Happy New Year!



OLYMPIC CIRCLE SAILING SCHOOL

Put your yacht to work!

If you have (or would like to own) a J-24, Olson 25 or performance cruising yacht 30' to 36' in good condition and would like to have it earn most or all of its expenses while still allowing generous opportunity for personal use, please call Anthony Sandberg to discuss the exciting details.

Ownership can be affordable!

(415) 843-4200

1 Spinnaker Way, Berkeley Marina, Berkeley, CA





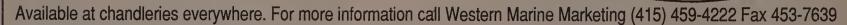


Positive Protection Against Fouling . . . "THE PROTECTOR" — B-90/B-91/B-94

BOTTOM PAINT

"The Protector" is a hard, non-vinyl copper bottom paint that gives time-tested protection against fouling. Durable and dependable, "The Protector" is readily compatible with vinyl and other non-vinyl bottom paints. When used over Z-Spar P-646 Epoxy Primer, it helps create a water impermeable barrier against Boat Pox. "The Protector" is easy to apply. Available in red, blue and black. "The Protector" contains the highest percentage of copper (up to 75%!!) in any Z-Spar bottom paint. B-90 is *the* premium quality bottom paint Northern California boaters demand.







Wholesale

Retail

no minimum order

Complete line of reinforced plastic materials

- · Resin
- Epoxy's
- · Mat. Roving. Cloth



Distributor for "Clark" surfboard blanks and sheet foam. Experienced consulting in all phases of reinforced plastics.

SERVING ALL YOUR NEEDS FROM OUR NEW EXPANDED FACILITIES:

1071 G 17th Avenue Santa Cruz, CA 95062 (408) 476-7464 314 West Depot Bingen, WA 98605 (509) 493-3464 CRUISERS, RACERS, BROKERS, BOATERS...

The Protector

B-90 RED

HAULOUTS \$4/FT!!

OUR RATES AND SERVICE ARE BETTER THAN EVER!

- Bottom Jobs
- Engine Repair
- Engine Installation
- Fiberglass Repair
- Commissioning
- Materials Discounts

- A FULL SERVICE BOAT YARD -

SPerkins

Authorized Dealers
Sales • Service



GREAT DEAL

New & Rebuilt Perkins Engine Exchange Program 4-107, 4-108 Guarantee

SEE THE PERKINS
LINE OF ENGINES
AT THE
MOSCONE BOAT SHOW



#9 Embarcadero Cove Oakland, CA 94606

(415) 534-2757

Conveniently located on the Oakland Estuary – 2 blocks from West Marine



SAVE! on Shoes, Clothing, Foul Weather Gear & **Accessories** rom famous makers like:

Timberland 🛎



40% OFF LIST!

Get superior antifouling protection from this popular, easy to apply finish.

Quarts 2995

NEPTUNE

PAINT

NOW

Gallons 9895



We stock motors from 2.5 to 25 Horsepower.

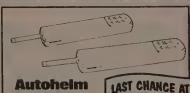
PRE-SPLICED 3-STRAND NEW ENGLAND ROPES WHITE **NYLON DOCK LINES** Dia/Length Model 121798 3/8" x 10' 121806 594 x 15' 775 121822 x 25' 835 **BUYING THE BEST COSTS YOU LESS!** 1/2" x 15" 121707 1223 121723 New England Ropes' superior manufacturing process and the x 25 1168 use of Caprolan 2000 fiber results in the best, most durable 5/8" x 15' 121848 1753 nylon line you can buy! 121863 x 25' 121889 2276 · At least 15% stronger than any other 3-strand nylon x 35' 121749 1576 3/4" x 15' · Patented SeaGard®treatment gives the rope 121764 2295 x 25' 20 times more wet abrasion resistance than 121780 30²⁵ x 35' other nylon line



· Lasts longer for the lowest cost in the long run

∴Powerwinch **POWERMATE 501 ANCHOR WINDLASS**

For 25' to 55' boats. Max load 1000lbs. Model 357285 Reg. \$425.00



Also available in Black

Autohelm **AUTOPILOTS**

Free yourself to enjoy the ride with a reliable Autohelm autopilot! Autohelm# Model

37500 293001 293019 51500 1000 232991 73900 233007 60900 3000 316919 86500



1990 PRICES!



LAZY JACK KITS Simplify your sail handling!

Keep your mainsail on the boom and under control with these easily

installed kits. Boat Boom

Model 21'-28' 8'-10'6" 336461 **105⁰⁰**

27'-37' 10'6"-14' 336479 **125⁰⁰**



COLD WEATHER GLOVES

- Snug fitting neoprene backs stop wind and rain
- · Leather palms for chafe protection
- · Velcro wrist closure

Style #1800 Reg. \$29.95

Sale 2495



West Marine Products

Prices Good Through 1/27/91

Quality Boating Gear and Apparel

Sausalito

295 Harbor Dr. (near Gate 5 Rd.) (415) 332-0202

S. San Francisco

608 Dubuque (Oyster Pt. Blvd. (415) 873-4044

Oakland

2200 Livingston (23rd, Ave. offramp) (415) 532-5230

Stockton

1810 Field Ave. (just off Hwy. 5) (209) 464-2922

Palo Alto

850 San Antonio Rd. (just off Hwy 101) (415) 494-6660





Santa Cruz

2450 17th Ave. (at frontage road) (408) 476-1800

REF#113 - 1W97

4 roll pack

Model 120121 Reg. \$3.49

TOLL FREE PHONE ORDERING- 1-800-538-0775

Power Your Fun With a Reliable OUTBOARD

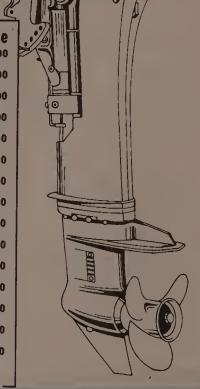
West Marine Products



We Service What We Sell! So You Can Buy From Us with Confidence!

Rugged, reliable Nissan outboards are engineered and built to provide years of dependable performance without lots of maintenance headaches. But, should your Nissan outboard ever need service, we can take care of it in our own factory authorized Outboard Repair Center.

PRICE						
HP	Shaft	Model	Reg.	Sale		
2.5	Short	283705	\$509.00	43000		
2.5	Long	294074	\$525.00	44500		
3.5	Short	283671	\$595.00	50500		
3.5	Long	289892	\$605.00	51500		
5	Short*	289900,	\$925.00	78500		
5	Short	283689	\$949.00	80500		
5	Long*	289918	\$935.00	79500		
5	Long	283697	\$969.00	82500		
8	Short	283754	\$1,195.00	1,01500		
8	Long	283648	\$1,205.00	1,02500		
9.9	Short	283655	\$1,465.00	1,24500		
9.9	Long	289926	\$1,485.00	1,26000		
15	Short	283663	\$1,595.00	1,35500		
18	Short	283713	\$1,625.00	1,38000		
25	Short	283721	\$2,025.00	1,72000		
* Internal tank						



West Marine Products

Prices Good Through 1/27/91

Quality Boating Gear and Apparel

Sausalito 295 Harbor Dr.

(near Gate 5 Rd.) (415) 332-0202 REF#113 - 1W97

S. San Francisco

608 Dubuque (Oyster Pt. Blvd.) (415) 873-4044

Oakland 2200 Livingston (415) 532-5230

Stockton 1810 Field Ave. (209) 464-2922

Palo Alto 850 San Antonio Rd. (just off Hwy.101) (415) 494-6660





Santa Cruz

2450 17th Ave. (at frontage road) (408) 476-1800

TOLL FREE PHONE ORDERING- 1-800-538-0775



NEW ENGLAND ROPES & West Marine Products

BUYING THE BEST COSTS YOU RESS

New England Ropes' superior manufacturing process and the use of Caprolan 2000™ fiber results in the best, most durable nylon line you can buy!

- At least 15% stronger than other 3-strand nylon
- Patented SeaGard® fiber finish results in rope with up to 20 times more "wet" abrasion resistance than other nylon line
- Heat stabilized to pre-shrink the line and prevent service hardening
- Consistent medium lay keeps rope firm and flexible throughout its service life
- Lasts longer than "bargain brand" 3-strand for the lowest cost in the long run!

The West Advisor on Selecting 3-Strand Nylon

Boaters rely on 3-strand nylon line for critical applications like docking, anchoring, and towing because of its combination of strength and stretch which enables it to absorb shock loads. Since most 3-strand ropes appear similar, it is important to know how to recognize a quality line. We offer these guidelines:

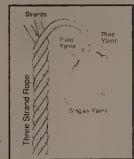
• Rope should be firm, yet flexible to resist chafe, snagging, hockling, and kinking. Test this by flexing the rope a bit. It should require some effort to open the lay of the rope. If it opens easily, it's too soft.

• The 3-strands should lay smoothly and uniformly within the rope so they all work

together and wear evenly. Sight down a length. If the rope appears "wavy" the rope is "out of lay" don't buy it.

• Individual nylon fibers are finer than a human hair and.

therefore, fragile. They should be incorporated into the rope in the form of a plied yarn construction, with sufficient twist in the singles and plied yarns and strand to form a firm, round strand. Push your thumbnail into the strand. It should not be soft.





PRE-SPLICED
3-STRAND DOCK LINES
ARE
ON SALE THIS MONTH!
The strongest way to secure your boat!

Each dockline is premium New England 3strand rope professionally hand-spliced at the factory with at least a 12" eye in one end and a heat sealed bitter end. WH!TE

Dia/Length		Model	Reg.	Sale
3/8"	x 10'	121798	\$5.95	498
44	x 15'	121806	\$6.95	594
	x 25'	121822	\$9.25	775
ii.	x 50'	254284	\$15.95	13 ¹⁷
1/2"	x 15'	121707	\$9.95	835
u	x 25'	121723	\$14.95	12 ²³
16	x 50'	250670	\$24.95	20 ⁸⁵
5/8"	x 15'	121848	\$13.95	1168
"	x 25'	121863	\$20.95	1753
"	x 35'	121889	\$27.50	22 ⁷⁶
"	x 50'	250688	\$36.75	3057
3/4"	x 15'	121749	\$18.95	15 ⁷⁶
44	x 25'	121764	\$27.95	22 ⁹⁵
ű	x 35'	121780	\$36.50	30 ²⁵

West Marine Products

Prices Good Through 1/27/91

Quality Boating Gear and Apparel

Sausalito

295 Harbor Dr. (near Gate 5 Hd.) (415) 332-0202

REF#113 - 1W97

S. San Francisco

608 Dubuque (Oyster Pt. Blvd.) (415) 873-4044 Oakland

2200 Livingston (23rd. Ave. olframp) (415) 532-5230 Stockton

1810 Field Ave. (just off Hwy. 5) (209) 464-2922 Palo Alto

850 San Antonio Rd. (just of Hwy 101) (415) 494-6660





Santa Cruz

2450 17th Ave. (at Irontage toad) (408) 476-1800

TOLL FREE PHONE ORDERING- 1-800-538-0775

boatyard clean-update

The last we heard from the boatyards ("Paying the Piper" in the October Sightings), the future looked bleak. With ever more stringent environmental restrictions being forced upon them by county, state and federal agencies, many predicted higher yard bills in the near future. Those predictions haven't changed much, but it appears that things might not be as bad as first thought.

On December 7, about 40 local boatyard owners and operators met at the Oakland offices of the California Regional Water Quality Control Board (CRWQCB). The focus of the meeting was the removal and application of bottom paint. The gist was that boatyards must start controlling these toxics immediately, including the heavy metals present in wash water. Within a year,

cont'd next sightings page

heads

It was like something out of a John Candy movie: A guy towing a boat with its mast up blithely drives under some high tension lines. BOOM! ZAP! POW! The headstay and a couple of shrouds fry apart and fall uselessly to the ground, arcing into the asphalt. Halves of the parted powerline fall on parked cars. One by one, transformer boxes on the telephone poles explode in sequential order down the line. All power to two marinas, a shopping center and the Broadway tube goes out. Smoke



up!

starts curling out of the boat where the electricity has started a small fire. . . .

Unfortunately, this was no gag. All of the above really happened on December 7 at Mariner's Square in Alameda (the other marina to lose power was Marina Village and its new shopping center). Fortunately, no one was injured, the parked cars were unoccupied, and damage to the boat, a J/24, turned out to be relatively minimal. As the person responsible cont'd center of next sightings page

boatyards — cont'd

they are to have worked out long-term measures to deal with pressure water used to remove hull paint. In other words, the days when a boatyard can hoist a boat out of the water, blast off the hull and let the runoff go back into the Bay (such as in this 1988 photo) are over. The old paint has to be captured and disposed of as what it is — toxic waste. Likewise the water and blasting grit containing the stuff. Likewise the empty paint cans from the new paint job. Likewise drop cloths, shrouds. . . .

Though they knew it was coming, "A lot of people are still dismayed," says Rick Wood of the Sanford-Wood boatyard in Richmond. Like many yardmen, Rick has been studying the problem assiduously ever since the Feds and CRWQCB started going after yards in Southern California a couple of years ago. As an example of the problems all yards now face, he notes that, even after extensive filtering, 'contaminated' waste water (usually fresh, not salt water) still can't be put back into our local sewers. In San Diego, the city sewers will accept water with 23 parts per million (ppm) of copper. Locally, Richmond won't accept anything over 1 ppm, and East Bay MUD draws the line at 5 ppm. In tests Sanford Wood has conducted, the lowest they could reach by filtering was 15 ppm. That means that so far, the only local options for pressure wash waste are: have the contaminated water carted away as toxic, have it processed by a recycling plant, add chemical precipitant that will cause the copper to drop out of solution more readily — or recycle.

So far in all this confusion, that last option seems to make the most sense. Nelson's Marine is one of several yards that has operated just such a system for the last couple months with (we think) encouraging results. Runoff from their pressure wash goes into three 500-gallon tanks. The first is a settling tank, where the heaviest metals settle out. It's then filtered through a mixture of sand and gravel in the second before being stored in the third for re-use. In two months of operation, the 4-ft deep settling tank has only accumulated about 3 inches of sediment.

"At some point the water will probably be too contaminated to re-use," says Carl (at which point OSHA will likely step in with their two cents worth). He anticipates that even recycled water will have to be carted away and replaced periodically.

Regarding new restrictions on applying new bottom paint, Nelson noted a level of disgust aimed at the paint manufacturers during the meeting. "These guys produce the stuff and we're the ones who have to clean up after them."

It's impossible at this point to know exactly how much the additional costs will be, or how they'll be passed on to boaters. Heck, CRWQCB couldn't even tell yard owners how to make a suitable recycling system. In a worst-case scenario, it's possible (though unlikely) for a boatyard to install a complete system that they think will work, then have an official nix the thing in a surprise visit. But just to give you a rough idea of the added costs and equipment facing boatyards right now.

* Installation of a water recycling system. Though a one-time cost, it could be considerable when you start thinking about blasting 12 inches of concrete out of the way to install tanks.

* The added labor time for operating and cleaning the system. There will also be added time for the extensive paperwork required by CRWQCB. Boatyards will even need to keep receipts from the waste center showing that their stuff arrived!

* The cost of having an authorized waste hauler periodically haul the guck away. (Nelson called a paving company ['contaminated' gravel can be used in roadbed], and though the paver quoted him a price half that of the chemical management company, Carl was told 'no can do' right now because it would take business away from the waste haulers.)

* The likelihood that most yards will no longer allow owners to prep and paint the bottoms of their boats.

* The cost of buying and disposing of additional materials. With not even paint splatter allowed anymore, for example, many yards will have to use shrouds and drop cloths which, once used, also become 'toxic waste'. So will any used cans of paint if any residue remains. (Nelson's is experimenting with cleaning the cans and sending them to a scrap metal recycler.)

* Time lost in periodic — and usually surprise — inspections, where an cont'd next sightings page

boatyards — cont'd

inspector might want to test or monitor all phases of a paint removal and application process and review all paperwork.

* Fines. With guidelines so ambiguous at this point, they seem inevitable. But so is compliance.

There seem to be two bright spots in all this. The first is a likely coalition of yard owners to share what they learn about compliance. And they're learning a lot. For example, Rick Wood is looking into how similarly-restricted businesses like industrial plants, car washes and dry cleaners handle 'scrubbing' their water, while Carl Nelson plans a January trip to visit boatyards in San Diego to see how they've complied. The other bright spot is the apparent willingness of CRWQCB representatives to work closely with yards to avoid as many pitfalls and delays as possible.

"They know the rules, but they don't know boatyards yet," says Nelson.
"This is all as new to them as it is to us."

- shimon van collie and latitude 38

unsolved mysteries — marine division

Sausalito Police would like your help in locating the individual pictured here. 'Michael' is apparently responsible for the theft and sinking of *Rainbow's End*, a 43-ft Cheoy-Lee motorsailor valued at \$200,000.

Here's what the police know: The owner of Rainbow's End reported it gone from its Sausalito slip at 4:30 on Thursday, November 1. The following day, the Coast Guard responded to an EPIRB (Emergency Position Indicating Radar Beacon) signal originating close offshore to Davenport, about 10 miles north of Santa Cruz. They arrived on scene to find — nothing. Divers were dispatched, and in about 40 feet of water, they found Rainbow's End, its onboard EPIRB dutifully beeping and its bottom ripped open as though it had collided with something under the surface.



An article on the find in a Santa Cruz newspaper prompted a couple to come forward who had had an odd encounter the same night (November 2) with this fellow, Michael. They had been enjoying a bonfire on the beach at Davenport when out of the darkness he came, paddling an inflated (canister) liferaft in through the surf. According to Mike, who happily talked and warmed himself by the fire for an hour, he was part of the crew of a boat being brought up to San Francisco from the Caribbean island of St. Martin. They were anchored just out of sight "around the corner," he said, and he had lost the coin toss to go into town to get some beer. Because of the rocky coastline, the couple couldn't confirm that any boat was anchored out, but they found it odd that Mike planned to just abandon the '\$30 liferaft' (they're about \$1,200) when he started into town.

It wasn't hard for authorities to put 2 and 2 together at that point and figure out that Mike was the one who had stolen *Rainbow's End*, and that his escape down the coast had been foiled when the boat hit something and sank out from under him.

The first conclusion we jumped to was that Mike was one of these insurance 'hit men', you know, the guys distraught or dishonest owners hire to sink their boats so they can collect insurance money. Like Rainbow's End, those boats always sink in calm weather (which it was), close to shore, and by hitting a 'submerged object'. The only witness is the only person aboard, who rows ashore none the worse for wear in a dinghy — and disappears.

"That's the first avenue we explored, too," says detective Gary Lee of the Sausalito Police Department. "At this point, we've discounted the possibility cont'd next sightings page

heads up — cont'd

feels bad enough already, we'll spare him the additional embarrassment of identification and get on with the bigger message of this incident, which is the *extreme* danger of driving a rigged boat under high tension wires.

We have a friend who had to quit his job with a power company after seeing what high-voltage electrocution did to a fellow worker. The picture he painted of "trying to hold him together" wasn't one suitable for conversation around a dinner table. Several years later, a casual acquaintance of our Hobie Catting days was also killed instantly when the mast of his trailered boat hit overhead wires.

The problem became acute enough back in the '70s that Hobie and other manufacturers started attaching stickers to masts, as well as sending them to current owners, that warned of the danger. (We understand that all manufacturers of trailer boats are now required to do the same). But it's a hard habit to get into. Less than a month after hearing about the Hobie guy, we set up our 16's mast — and pulled it right through an overhead line without even knowing it. Fortunately, that one carried only telephone wires.

Our J/24 fellow didn't get off quite so lightly.

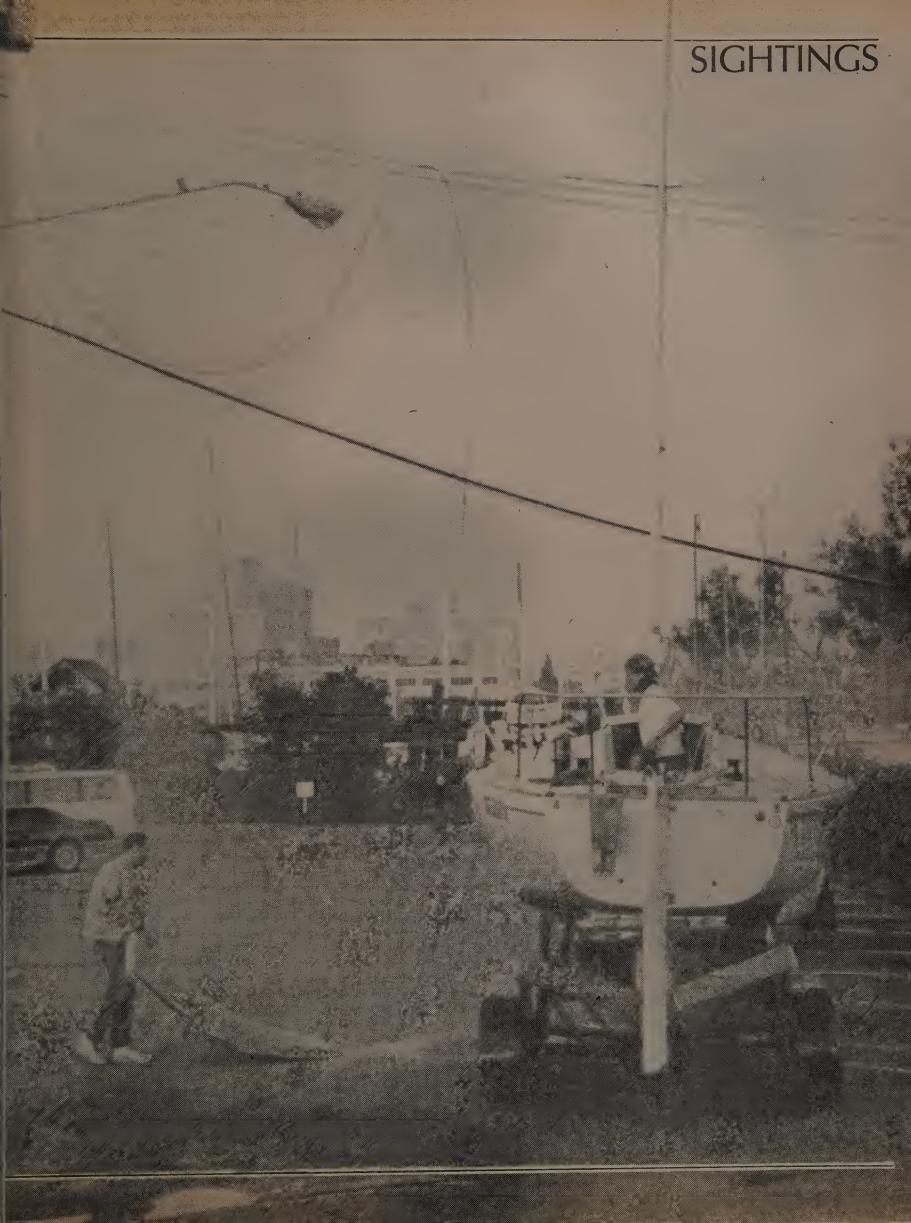
"What he hit was a 12,000-volt distribution line," says Matt McCabe of the Alameda Bureau of Electricity. Although the extent of damage had yet to be fully assessed when we talked, he knew of at least 130 customers who were without power for 29 minutes due to the incident (early estimates were up around 2,000), and an additional 18 who were without power for more than 4 hours. Exact dollar estimates for the damage won't be available for at least a month, but will include the labor and materials to fix the lines, vehicle costs, and the electricity that wasn't sold because of the outage. Not figured in is the business lost by area businesses, or the inconvenience of the timing. "The call came in right in the middle of our annual employee awards dinner and

Christmas party," says McCabe.

To add insult to injury, guess who gets the bill. "I know that a person who hits a power pole in a car is liable for the damage it causes," says McCabe. "I assume it will be the same in this situation." Fortunately, the fellow was insured

All words to live by, but like we said, 'heads up' is a hard habit to get into with a trailer boat. (Fortunately, the number of water-access areas with exposed powerlines is going down all the time for just this reason.) So hard that for once we're going to assume the worst — that one day, one or more of you reading this will forget to look up in the wrong place at the wrong time. When you do, here are a few tips that will allow you to at least live to hope we don't print your name, either.

 If you're in a car that is either towing a cont'd center of next sightings page



unsolved — cont'd

in this case." Unlike most scuttled boats, Rainbow's End was not stripped of all winches, electronics and other gear. Quite the contrary. The owner and his wife lost a lot of personal possessions, nautical and otherwise, in the sinking. The boat went down with all her electronics, sails and several hundred gallons of diesel fuel in her topped-up tanks. Also unlike most, the boat was in good condition, with a cleaning service coming aboard twice a month, and the owner had been planning a cruise in a couple of years when he retired.

'Mike' is white, about 32 years old, 5' 10" and 190 pounds. He has a medium build with a 'slight gut', brown hair and blue eyes. The only physical characteristic that keeps us from suspecting 3/4 of the people we know is his nose, which is described as "smaller and sharper than normal." The night he rowed ashore, Mike was clean-shaven and polite. He claimed to have grown up in Santa Cruz, and that his mother still lives there and works as a real estate agent. Mike himself supposedly now lives on the island of St. Martin where, among other things, he says he has babysat singer Jimmy Buffett's daughter!

Although this composite has been published in other local periodicals and posted in marinas in Sausalito and Santa Cruz through the month of December, no further leads have yet been forthcoming. Curiously, however, a few days after they were put up, all the posters on two docks in the Sausalito Yacht Harbor (close to the Madden yard) disappeared. What makes it even more curious is that one was the dock where Rainbow's End was berthed.

Anyone who's seen 'Mike' or who knows anything more about all this is urged to contact detective Gary F. Lee of the Sausalito Police Department, at (415) 289-4170.

a gathering of the clans

Although many people still think sailboat racing is a rich man's sport, the many small boat classes on the Bay prove otherwise. They offer all the challenge, excitement and fun any sailor can stand, at a reasonable cost. Several classes offer the additional dimensions of history and tradition, having raced actively for 40 years or more. One such class is the indomitable Bear boats, the 23-ft wooden classics that were designed and primarily built by Sausalito's Nunes Brothers in the 1930s and '40s. Easy to sail, stable on the Bay in the heaviest of winds and deceptively fast for their weight, these are but one example of the many fine classes of boats that the entry-level sailor and aspiring racer can purchase reasonably, have many seasons of fun sailing upon, and carry on a bit of the history of Bay area sailing all at the same time.

Of course, the fun aspect isn't limited to on-the-water activities. For example, the annual dinner and awards ceremony, held recently at the Sausalito Cruising Club, was replete with good food, dancing to a live disc jockey, and more trophies than an Admiral's Cup banquet. While newcomers inspected some of the fleet's nicest boats down on the docks, the 'old timers' held court inside with war stories of races won and lost. As with all the other awards dinners held all over the Bay these past couple months (see the last installment of our 'Season Champions' series elsewhere in this issue), the highlight of the evening was the awards presentation.

Having been an active class since 1935, this fleet has accumulated an enviable collection of trophies — more than many other classes combined. In addition to the usual winner's circle of hardware, this includes 'Best Woman Sailor', 'Best Newcomer' and 'Best Crewmember'. To prevent things from being taken too seriously, however, there are also the infamous 'Yellow Banana' trophy and the Bobby Holmes Perpetual.

The Yellow Banana trophy — a lustrous bronze rendition of the fruit — originated during a right-of-way argument a few years ago. The crews of a Bear and an IOR boat on reciprocal courses apparently got into a heated debate about who was supposed to give room to whom, which culminated in a crewman on the Bear hurling his banana at the bigger boat. These days, the Yellow Banana is awarded to the crewman who's deemed the most aggressive good sport during the course of season.

Like the 'Best Picture' award at the Oscars, the Bobby Holmes Perpetual is awarded last. It features a beautiful bronze bear atop a polished mahogany base. Removal of the bear reveals a bronze hand giving the 'one-finger salute'.

heads up

boat that's hit a powerline, or onto which a broken powerline falls (or even in an electrical storm where there's danger of being hit by lighting) — don't get out of the car. The tires act as big protective insulators and as long as you stay put, you should be all right. Step out, however, and you 'complete the circuit' to ground — and die.

* Don't touch anything that's in direct or indirect contact with a wire. Not the boat, not the trailer, not the car, not a person — not

tale of two

If you've been saving your bucks and energy for the boat shows, we guarantee you'll be 'spent' both physically and financially after January. Two of the biggest shows of the year are happening this month — one of them in progress even as this issue hits the streets.

The International Boat and RV Show at the Moscone Center started on December 29 and will run through January 6, so no procrastinating. As we mentioned last month,



- cont'd

anything until you're sure the electricity is off. (Although high voltage lines have built-in 'safety valves', it's not worth betting your life that they've done their job.)

* What should you do? First, call 911. Then call whatever local power company controls the grid (Alameda Bureau of Electricity number is 748-3902). Give your location, as much information as you can about what's happened and then wait for people who know what they're doing to take over.

boat shows

there will be plenty to see and do there, from checking out the newest in boats and gear, to admiring the marine artwork of such notables as Jim DeWitt, to watching the building of a replica 'tulley boat' by members of the San Francisco Maritime Museum.

Seminar speakers include the following (all seminars take place on both Saturday and Sunday):

clans - cont'd

The trophy is awarded for — what else? — the fleet's best singlehander.

In fact, before the night was over, almost everyone seemed to get some sort of recognition. Old Bear hand Bill Jelliffe and relative newcomer Paul Zupan were especially commended for behind-the-scenes work they've done toward continuing the vitality of the class. They acquire old Bears in 'salvage' condition and more or less donate them to prospective members who promise to restore the boats. Partly as a result of those efforts, the Bears have one of the best survival rates around — of 69 built, about 55 remain in sailable

Of course, not every one of the 80 active Bear 'clan' is in it just for the competition. Anna Braga and Chris Levaggi are typical of owners who like to take part in the class' social functions, but stay away from racing. So when

> Chris says "Bears are the perfect Bay boat," he means as a recreational daysailor and pocket cruiser, a use to which he and Anna frequently put their Minx through the

When it does come to racing, some of that Bear tradition provides the most spirited competition tradition in the form of Scott Cauchois, that is. Seventy-one years old this year, Scott received an unprecedented eighth season championship trophy at the dinner. In an achievement without parallel in any fleet we know of anywhere, Scott has never missed sailing his Trigger in a YRA season — since 1957!

- john skoriak



getting cheeky — or, the real moonies revealed

We don't get no respect, y'know? Just the other day we were out snapping shots for our 'Season Champions' article before the start of a race. But when we got the film developed, lo and behold, there was one more set of cheeks



Tim Russell (center), Charlie Kuhn (right) and . . . ?

aboard the C&C 29 Esprit than we bargained for! And we got to thinking, geez, mon, we kill ourselves every month to put out a decent, wholesome family magazine — and this is the thanks we get. We don't mind being the, uh, butt of a few jokes, but this is enough to drive us nuts.

However, speaking of nuts, the women of *Latitude* (look for an upcoming spread in *Playboy*) all seemed to appreciate the humor of the situation more than the guys. At least, we think that's what they appreciated. So to turn over a new leaf for all the other women out there who for years have decried the disproportionate amount of cheesecake to beefcake, this bun's for you.

keep those checks coming

Keep those checks coming in!

Last month we made an appeal to Sausalito boatowners to send us \$10 apiece so we could fund water sample tests to see if the city recreational marinas are indeed polluted by poop from marine heads. As you might recall, the Marin County Health Department has been considering regulations that would require all head thru-hulls to be sealed — even if the marina water exceeds state standards for water contact sports (which means the amount of pollution is negligable).

We're delighted to announced that in the two weeks following the publication of our appeal, we received over \$800. Two folks contributed \$100 each; another donated \$50. Interestingly enough, a good number of the contributors either 1) don't have boats in Sausalito; 2) don't have boats at all; or 3) are from out of state!

This means our total water sample kitty is at least \$1,300. You might remember that we at *Latitude* announced that we would match up to \$500 in cont'd next sightings page

boat shows

Gary Mull — "The Secrets of the Double-Rudder 12-Meter. . . and Everything Else You Wanted to Know About the America's Cup"; 6:30-8:30 p.m.

Lynne Orloff-Jones — "Cruising Mexico; the Realities of Life Afloat"; 12:45 - 1:45 p.m.

Captain Jan Robinson — "Preparing Food With Caribbean Flavor Suitable for the Cocktail Hour"; 5-6 p.m.

Rainbow Yacht Charters — "Yachting in New Zealand"; 3:15-4:15 p.m.

Sausalito Baygear — "Fashion Show" of the latest yachting clothes and foulies, 2-3 p.m.

During the course of the show, there will also be a drawing for a 'Sailing and Ranchstay' 11-day vacation for two to New Zealand. A \$6,500 value, and courtesy of Rainbow Yacht Charters, the trip includes airfare on Air New Zealand, sailing aboard a Beneteau Oceanis 750 and three nights accommodation on a ranch with breakfast and dinner.



— cont'd

Admission to the Moscone Show is \$5 for adults; kids under 12 are free. Hours are 10 to 9 Saturday, 10 to 6 Sunday, Monday and New Year's Day, and 12 to 6 every other day. For more information, call the sponsoring Northern California Marine Association at (415) 292-3210.

After that, rest up, because the 49th Annual Sports and Boat Show at the Cow Palace gets underway on January 11 and runs through the 20th.

Although sailboats constitute only a small part of this show, we like to go for the variety of everything else. Our wife particularly enjoyed the shooting gallery a few years ago, and we got a kick out of watching the hunting dog demonstrations. This year, the dogs are back, as are such diverse diversions as a children's trout pond; live falcons from the California Hawking Club, and the Budweiser Fishing Team.

cont'd center of next sightings page

checks - cont'd

contributions. Consider it done.

What next? We're going to wait until after the holidays and then approach Sausalito city officials with a request that boatowners and the city work together in a mutually acceptable way to determine whether or not there is a human sewage problem. Once that determination is made, we'll proceed accordingly. If the water is found not to be polluted by marine head sewage, we'll battle against any laws that propose sealing marine heads. If the water is found to be polluted from marine heads, we'll try to begin an education and neighborly coercion program to see that it's stopped.

Our intent is not to battle against the city and/or county, but to work with them to attain what we feel is a mutual goal; clean water in the marinas, Richardson Bay and San Francisco Bay. We don't believe that can be done, however, with first gathering some factual data.

We're also going to try and get a little positive press in the daily newspapers about this issue. For years now mariners have often been portrayed — if only by inference — as boorish enemies of the environment. That's wrong and we've had about enough of it. Perhaps it's time we formed a Mariners Anti-Defamation League to combat the seemingly relentless slander.

But one thing at a time. We're certain we're going to need additional money for water sample studies, so please keep those checks coming. Make them out to Latitude 38 / Water Samples, Box 1678, Sausalito, 94966. We haven't cashed any checks yet, and won't do so until the time comes to pay for the actual water samples.



she's leading the way

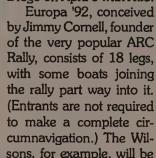
An international fleet of 49 boats is expected to participate in Europa '92, the first 'Around the World Rally' for sailboats. The three United States entries, all from California are:

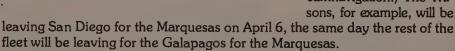
Hypathia, a Baltic 42 belonging to Ray and Janet Lotto of the St. Francis YC. The Lottos bought their boat a year ago and sailed her to Portugal. They will have started the rally from Gibraltar on January 6 with the main part of

the fleet.

A second entry is Richard and Lona Wilson's Modesto-based Stevens custom 47, Kite. The Wilsons had a Ranger 26 for a while, raced the Santana 35 Capital Gains for six years, and most recently bought Kite for cruising.

The third U.S. entry is believed to be Wes Harris of San Diego. At last report he had a 40-footer he could take, but was up in Alaska trying to close a deal on a 50-footer. His status as an entry is not completely clear at this time. It he's still active, he'll depart from San Diego on April 6 with Kite.





Founder Cornell originally conceived of a rally in which three or four boats from as many as 20 nations would compete. We've yet to get the final entry list, but it's believed there are currently 49 entries from at least 10 countries. The race was originally oversubscribed, but since then some boats dropped out, including three or four as a result of the crisis in the Persian Gulf. Warren Brown of the United States, who has made several noteworthy passages with the S&S 61 War Baby (Ted Turner's old Tenacious) was one of the dropouts

The San Diego-starting boat(s) will be joining the Europa '92 Rally on the fifth leg. After the Marquesas, other stops will be at the Society Islands, Tonga, Fiji, Vanuatu, Darwin, Indonesia, Singapore, Thailand, Sri Lanka, Djibouti, the Sudan, Egypt, Malta and finally Gibraltar in May of 1992. If the Persian Gulf crisis continues, an alternate route will take the fleet around the Cape of Good Hope.

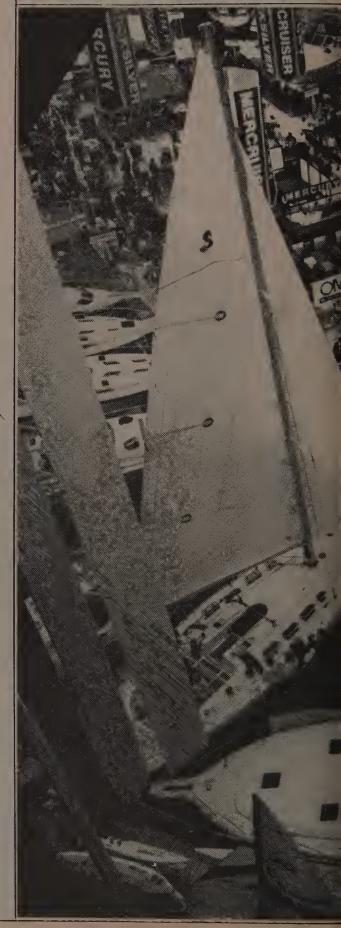
"It's the only way I could get my husband to stop working 12 hours a day," is the way Lona Wilson jokingly explained her reason for getting involved in the rally. Atypical of most voyaging couples, it was 55-year old Lona, not 57-year old Richard, who initially pushed to go on the adventure. "My husband is vice-president of Gallo glass — they make the bottles for Gallo wines — and had worked there for 30 years. We'd didn't really need any more possessions, and found that we'd become stuck in a certain lifestyle. We decided it was more important for us to see life more than acquire new stuff. We were going to go cruising anyhow, but we needed a specific reason to take off at a certain cont'd next sightings page



'Kite' is due to fly high in Europa '92.

boat shows

Why there isn't much crossover between these two shows is something of a political hot potato — and no thanks, we've had our carbohydrates for the day. Suffice it to say that if you didn't see the product or service at the Moscone Show, there's a good chance that you can find it at the Cow Palace. All our



- cont'd

advertisers will be at one show or another.

Admission at the Cow Palace is \$6 for adults and \$3 for kids, with seniors getting in for half price all weekdays. Doors open at 1 p.m. weekdays and 11 a.m. weekends. For more, call the Show at (415) 931-2500.



leading the way — cont'd

time. The Europa '92 was just the thing. We knew it was important to get going because we'd had friends our age pass away, including one man who died of cancer before he could begin the cruise he'd planned for next year."

Unlike a lot of middle-aged women faced with the prospect of doing a circumnavigation, Lona can't wait. She explains: "I love being out on the water and I enjoy being self-sufficient. I also like having a goal and then rising to the challenges to achieve it." While the Wilson's don't consider themselves to be particularly social people, the idea of getting together with a bunch of other international sailors for a rally around the world really intrigued them. "This was the perfect vehicle to get going," concludes Lona. They've even purchased an American flag-theme spinnaker for the event.

Lona Wilson also had nice things to say about Jimmy Cornell, who has taken his lumps in these pages during the last six months. It was a first-hand meeting with Cornell in Maryland that convinced the Wilsons and the Lottos to sign up. "So far our experience with him has been positive. The bulletins and detailed information about the trip has all been good and quick to arrive. We also talked with four boatowners who have done the ARC, all of whom were glad for having had the experience."

On January 2 the Wilsons will be flying to Gibraltar to see the Lottos and the main fleet depart. They'll then return to California for final preparations in getting Kite ready for their April 6 start from San Diego.

When the rally ends in Gibraltar in 1992, the Wilsons will have three months in the Med to enjoy the Olympics and other festivities associated with the commemoration of Columbus' historic voyage. After that, they'll enter the America 500, another Cornell event, in celebration of the discovery of the New World 500 years ago. That will leave them in the Bahamas and near a circumnavigation. We hope to be able to present continuing reports.

look! out in the bay! it's a bird, it's a boat, it's. . . it's. . .

Are you tired of being stuck in traffic? When stuck in traffic, do you gaze at the water and wish you were aboard one of those boats out plying the Bay? When you do get to go sailing, are you like everybody else who has a hell of



Car-powered boat in 'fueling' mode.

a time finding a parking space? If you answered 'Yes' to any of the above, the

development of the, uh, 'boat' pictured here may interest you.

The idea, of which Forbes Kiddoo (of Forbes Island fame) and Texan Vic Stadler are the originators, is a craft which uses a car for both power and accommodations. In other words, you drive the family sedan aboard, position the rear wheels over a specially built mechanism that transfers power to the cont'd next sightings page

it's a. . . don't tell us! . . . — cont'd

propellers and presto! — instant powerboat with cruise control, air conditioning and a killer stereo. According to the designers, the craft should go 6 knots and handle 3-foot seas.

Think of the possibilities: cruising — really cruising — the Delta; 'driving' right to your mooring or slip and 'parking' the car there why you go sailing; lopping an hour off your commute into the city by not using the bridges. And talk about impressing the babes: how's about pulling up to Sam's in Tiburon in your 'Vette — from the water side.

Of course, that's putting the cart before the horse. Only recently launched, the car-boat (boat-car?) spent December sea trialing in the calmer waters off Marin — where, somehow, it didn't seem all that out of place.

yo ho ho and a half pint of rum

San Francisco has its Master Mariners; Seattle has its Wooden Boat Center; San Diego has a bunch of pirates that call themselves the Ancient Mariners Sailing Society. Though similar to their northern peers in that all member cont'd next sightings page

seeing red

Is the San Mateo County Harbor District out of control? The 1990 San Mateo County civil grand jury thinks so. In early December they released a report criticizing the Harbor District for, among other things, excessive benefits and pensions. The grand jury claimed that the abolition of the harbor district would save taxpayers more than \$350,000 a year. The harbor commissioners were further accused of having an "arrogant attitude".

The animosity between San Mateo grand juries and the Harbor District is not new. Last year the grand jury attacked the commission for abuse of expense accounts



in redwood city

and succeeded in obtaining the resignation of a commissioner who had been convicted of assault. Currently the grand jury is involved in an ongoing legal dispute with Harbor District Commissioner Raymond Farnow. The grand jury thinks there were irregularities in the way Farnow obtained his boat-hauling lease from the district. So far Farnow has refused to discuss the matter without his attorney present.

The San Mateo County Harbor District operates Pillar Point and Oyster Point Harbors. If the harbor district is abolished, its duties will be taken over by San Mateo County.



yo ho ho - cont'd

boats are 'classic' sailing craft, there's also a lot to the 100-strong organization that's uniquely AMSS ' like the Annual Half Pint O'Rum Race, held this year on December 1.

The race begins on a deserted South Bay beach in Coronado. Wooden boat owners anchor their vessels just offshore, then send a representative — usually the skipper — ashore in a dinghy.

The 'entry fee' for the regatta is a half pint of rum, which the skipper must up-end into a wooden keg on the beach (usually after sampling the offering). This year there were 17 entries, and the 10-gallon keg was nearly filled.

While the skippers are sampling their entry fees and receiving their impromptu sailing instructions, an officer of the AMSS walks the beach with his knife. He is looking for lines tied from the mother vessel to the dinghy on shore. Such tricks are the rule rather than the exception. Nevertheless, cheating must be dealt with swiftly and decisively. Penalties range from an extra ration of rum to five minutes added to your course time. To preserve the quality of the event, penalties are also meted out for those arriving with cheap rum.

Once the race committee sounds the starting horn, the skippers do a 'LeMans' start: they run around the wooden keg and down to their dinghies (or surfboards, which are also allowed). Then it's out to their yachts as fast as they can row/paddle. The boats must remain bare of sails with anchor down until the skipper is aboard, so there's quite a lot of screaming and cheering among crews for their fearless leaders.

Jim Sutter, AMSS's port captain, had problems right from the start. He brought his dog to the beach to bark cadence at the start. However, once ashore the dog refused to get back in the dinghy. Sutter was nearly fined another ration of rum, but the race committee felt the dog was handicap enough.

Kevin Thompson, on the other hand, arrived in full pirate attire. His 31-ft Bill Clark ketch Salud was given a five-minute bonus in the Cruising Class.

Once the skipper is aboard, crews raise anchors and sails and race upwind 12 miles to the finish line on Shelter Island. Here, the same designated skipper or crew member must row ashore and consume a ration of rum before the time clock is finally depressed.

The race is rarely without a few casualties — though none serious — and this year was no exception. Boats were anchored so close together that the Angleman ketch Sea Witch T-boned the Alden Schooner Dauntless at the start. Both boats were moving, but without steerage. Sea Witch's bowsprit swept the afterdeck of Dauntless, taking the boom gallows and a running backstay with it. No one was injured, and damage was deemed minor. Dauntless went on to take third in the racing class.

Despite light breezes, the excitement continued to the finish. The highest tide of the year happened to be occurring on race day, and when it turned, the current stopped Jerry Newton's 30-ft Maid of Kent dead in her tracks 100 yards from the finish line. When the boat began to drift backwards faster than the wind could carry her forward, Jerry turned the helm over to his crew and jumped in his dinghy to row 1/4 mile through the finish line and to the beach to down his rum ration.

Racing Class honors went to Whisper a 39-ft Rhodes sloop, while Malabar Star; a 34-ft Alden sloop, took first in the Cruising Class.

- joe ditler

oldies to the islands

The big event on AMSS's 1991 is the San Diego to Maui Race on June 9. This will be the fourth running of this biennial race, which has attracted the most famous woodies on the West Coast. Among them the above-mentioned 63-ft Alden schooner Dauntless, the (recently restored) 65-ft Ford/Payne/Sweisguth schooner Kelpie, and the 52-ft Burgess schooner Rose of Sharon. The latter holds the race record — and possibly the only open-class elapsed time record anywhere in the world still held by a schooner — of 13 days, 5 hours, 52 minutes, set in 1981.

Those and most other entries, you will note, are southern California boats.

cont'd next sightings page

oldies - cont'd

Our local Master Mariners hope to remedy that this year with at least two 'for sure' entries: Bill Vaughan's 54-ft Alden yawl Evening Star and Jeff Rutherford's 58-ft Schock cutter Bright Star.

One of the reasons this piece is running now is to encourage others to take part while there's still time. Quite a bit of time and planning goes into a race like this. For those interested in learning more about this refreshing alternative to the 'regular' TransPac — and the only long distance ocean race on the West Coast open exclusively to vintage yachts — call or write Jerry Newton, AMSS Race Committee Chairman, P.O. Box 6484, San Diego, CA 92106; (619) 222-1281.

the men who love cat dancing

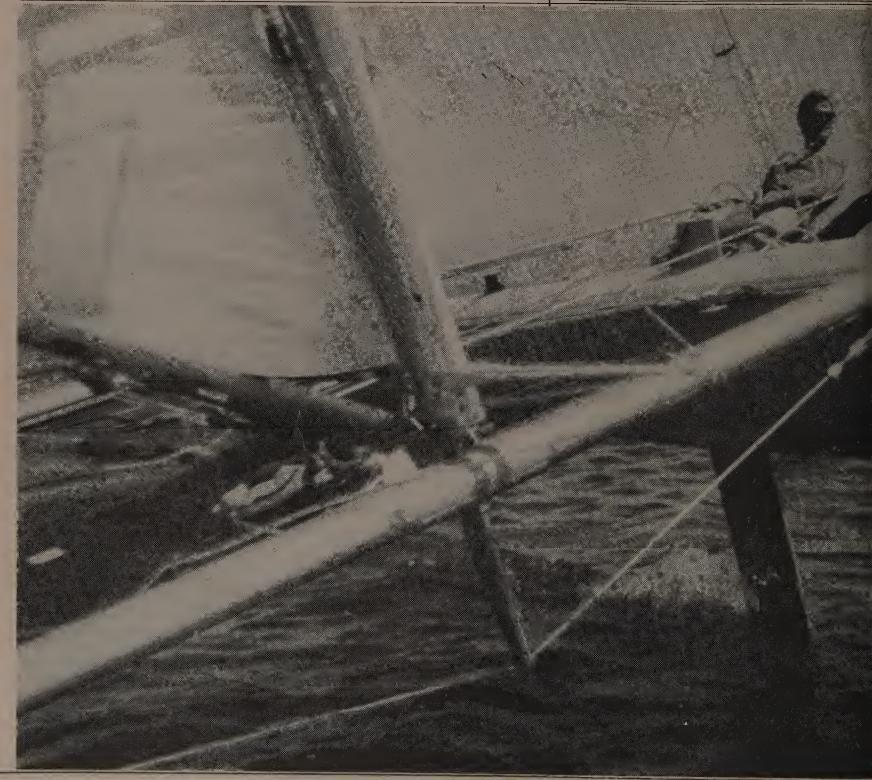
Dialing in the foils of a D-class catamaran is like popping the clutch on a Ferrari Testarossa: instant acceleration. One second you're standing still and cont'd next sightings page

the yellow

From our no-one-was-hurt-so-it's-okay-to-make-fun-of-the-unfortunate file this month comes the story of the Ericson 29 Circe. We intended to feature her as our first 'looking good' yacht of the new year, but as things turned out... well, read on and you'll see.

We were out in our photoboat on Saturday the 15th, dodging rain and covering the Jack Frost and San Francisco midwinter series. Following two dueling SFYC midwinter yachts up to Yellow Bluff, we intended to photograph their rounding, then wait for the rest of the fleet to get some nice spinnaker-setting pictures. The only thing was, Yellow Bluff, um, didn't seem to be there.

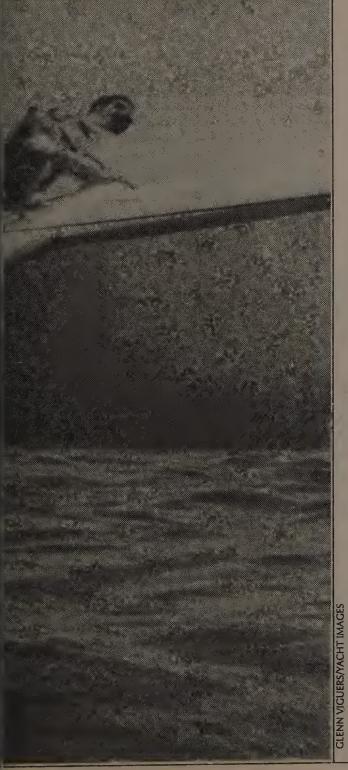
All three of us saw it about the same time.



peril

The ebb was so strong, the buoy was actually being sucked under the surface. Even when a little of the dome bobbed up every now and then, it was virtually invisible until you were right on top of it. (If you don't believe us, look closely at the lower right corner of the photo on the next page. That little squarish blob is the 'handle' atop the steel ball that is Yellow Bluff.)

The two racing boats were downcurrent and had to crash tack back upwind to round. We simply gunned our twin Chryslers and clicked merrily away, then stationed the boat a good ways away (so as not to make it too easy for following boats), and watched in amusement as the rest of the fleet pulled their own Chinese cont'd center of next sightings page



cat dancing - cont'd

the next you're going 15 knots. Travel up a few inches, adjust the rotator a hair, two or three more clicks on the mainsheet and wham, you slam into high gear and the boat darts to 25 in about half the time it takes to say it.

Of only four D-class boats (32 feet, 500 square feet of upwind sail) nationwide, two sail out of Santa Cruz: Serge Teste's Rocket 88 (in the photo at left) and Alan O'Driscoll's Beowulf V.

Beowulf is the older of the two boats. O'Driscoll, who's been racing cats for more than half his 32 years, bought her in 1983 and spent the next five years restoring her to the glory she held in the mid-'70s when nothing with sails could touch her. In 1974, with designer and then-owner Steve Dashew at the tiller, she screamed to a world speed record of 30.95 knots over a 500-meter course in L.A. Harbor's Hurricane Gulch.

Pond became interested in the class after watching Beowulf strut her stuff on Monterey Bay. Intrigued "by a desire to go faster than anybody," he contacted O'Driscoll, who was happy to supply design specs. Howard Spruit drew the new boat and Rocket 88 was launched in 1987.

"The first year was our developmental phase," says rigger Jay Crum, a veteran of Tom Blackaller's Prosail 40 campaign who has been part of the Rocket team from the outset. "We sailed the boat hard to see what parts would fail under load, then made the necessary modifications."

Since then, the Rocket team has been itching to go mano a mano with Beowulf. Regattas in which the two boats have both competed in the past couple years have shown Beowulf victorious, although the margin seems to narrow with each encounter. Now it's been awhile since the two have met, and Pond thinks O'Driscoll may be running scared. Says Alan, "They'll have to wait for race day to see my stuff."

High noon for the two cats appears to be the New Years Regatta in San Diego. Both boats are being trailered south for the event, which is scheduled to get underway about the time this issue hits the streets. We'll let you know who came home bragging in the next issue.

- glenn viguers/yacht images

short sightings

POINT REYES — If you've never been out to visit the old lighthouse at Point Reyes, it's really worth an afternoon. (However, don't make the same mistake as we did and take your seven-months pregnant wife there. As a sign at the top of the long stairway reads, "This is equivalent to climbing a 13-story building.") And now there's another reason for visiting the place: the opening of the restored Point Reyes lifesaving station. (The lifesaving stations were one of the forerunner agencies to the Coast Guard. Boats and crews were housed in small, isolated buildings up and down the coast. When a ship got into trouble, the doors were flung open and the boats run into the water on small railways.) The station operated continually from 1927 until it was closed in 1969. In those 42 years, the station assisted 45 stranded vessels and saved countless lives. It's a National Historic Landmark, and opens to the public on January 27 from 2 to 4 p.m. Thereafter, the Park Service hopes to maintain tours on the last Sunday of every month.

WASHINGTON, D.C. — Aliens in San Francisco Bay? That's a roger. Elliot Norse, chief scientist at the Center for Marine Conservation in the nation's capital, says that international legislation is needed to control the ballast discharge from ships. As it stands now, ships discharging water ballast from one part of the world into another are introducing "alien marine species" that can destroy indigenous marine life or clog the outlet pipes. Norse claims that native marine organisms here in San Francisco Bay have been "completely obliterated" by organisms from other parts of the world.

SAN FRANCISCO — The remains of seven ships in the San Francisco Bay area have become eligible for designation in the National Register of Historic Places. The designation is intended to protect the shipwrecks or hulks (there are 142 in the United States) from the conflicting interests of developers, divers, fishermen and other interest groups.

cont'd next sightings page

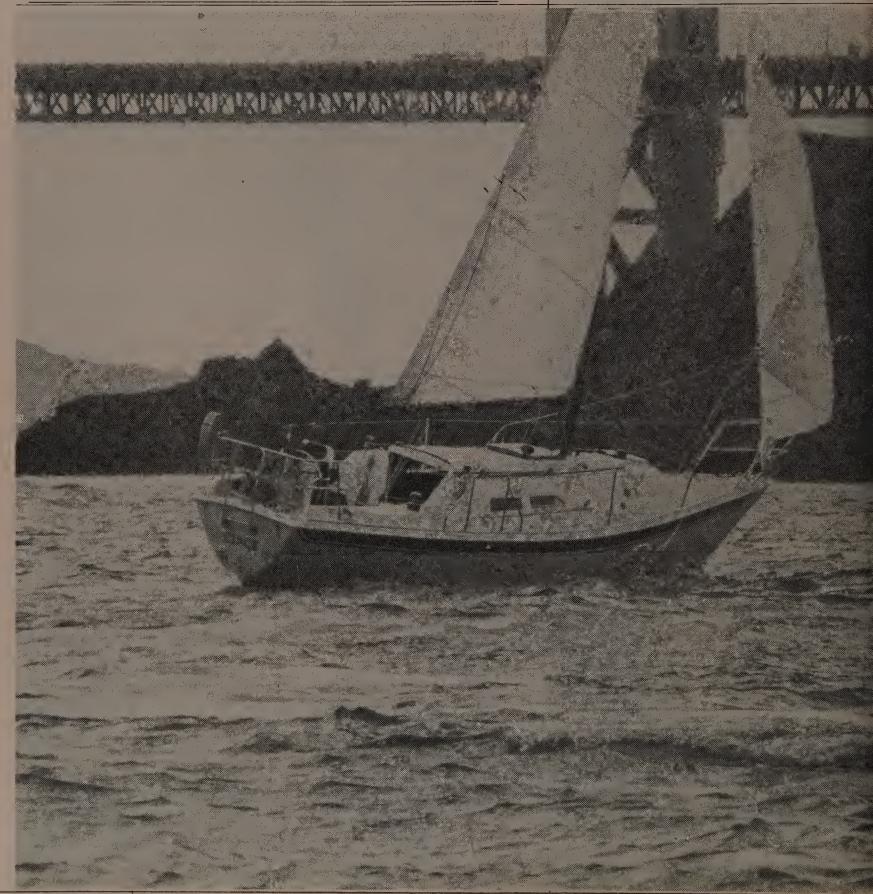
shorts — cont'd

The names and locations of the vessels in the San Francisco area are as follows: The City of Rio De Janeiro lies in 320 feet of water; the King Philip is buried under Ocean Beach; the Lydia is buried under King Street in San Francisco; the Reporter is tangled with the King Philip beneath the sands of Ocean Beach; the Stamboul is under six feet of water off Benicia; the Tennessee is buried under 10 feet of sand at Tennessee Cove; and, the cont'd next sightings page

peril

fire drills upon spotting it.

Then along came Circe. Though not racing, the small crew aboard had her trimmed well and sailing jauntily along the cliffs — a perfect subject for our 'looking good' feature. As she sailed by, we focused, clicked and WHUMP — the buoy a dozen racing yachts couldn't find,



- cont'd

Circe clobbered dead on. And we mean clobbered. We felt the vibration through the water.

The thought flashed that we might have to rescue these folks as their boat sank out from underneath them, but Ericson builds 'em tough. After some quick checking, the group continued on across the Bay.



shorts — cont'd

William Gray is buried beneath the streets of San Francisco.

Seeing as none of these hulks are 'readily accessible' to anybody, special interest or no, we sincerely hope the government didn't waste too much time and/or taxpayer dollars on the designation, pleasant as it might be.

STANFORD — If you've ever made a big mistake on your taxes, consider yourself in good company. Last month Stanford University repaid the government \$184,286 because some depreciation costs of some athletic equipment had been reimbursed by the Feds as overhead expenses of government-sponsored research. Some of the 'athletic equipment' included the 72-foot ketch Victoria, which was donated to the university and is currently up for sale at a reported \$475,000.

Stanford officials want it clearly understood that none of the government funds had been used to pay for the day-to-day operations of Victoria or any of their smaller sailboats or racing sculls.

to the *Underwater Naturalist*, a 150-pound Atlantic bluefin tuna landed recently had the following items in its stomach: an elastic ponytail holder, two cocaine inhalation straws, monofilament fishing line, fragments of drinking straws, several pieces of balloons, Ziploc bag fragments, pen and marker pieces and bands used to bind newspapers. It all goes to prove two things: 1) there's far too much pollution finding its way into the oceans, and 2) this particular tuna wasn't a very discriminating eater. Hopefully a little effort and evolution will cure both problems.

TOKYO — The Japanese have become the Iraqis of the maritime world, as they once again ignore an international conservationist uproar and begin a fourth straight season of whaling. The Japan Fishery Agency, which signed the 1986 moratorium on whaling, says the taking of 330 minke whales is necessary for research. Environmentalists say such claims are nonsense, noting that the same research can be conducted in a non-lethal manner and noting that the Japanese market the whales for pre-moratorium type consumption. Prior to the 1986 moratorium, Japanese whalers killed 1,941 whales. In the following three years (tallies aren't in for 1990), they killed 273, 241 and 330 for 'research'.

BOTTOM OF THE OCEAN — Oceanographers around the world are the beneficiaries of a magnificent research apparatus made available by its obsolescence. The old transoceanic telephone lines, outdated by new fiber optic cables which carry 40,000 conversations at once, are being given to researchers, who will temporarily pull them from the ocean's floor in order to hook them up with numerous instruments. The instruments will help scientists study earthquakes, tidal waves, ocean chemistry, bottom topography and a host of other things. Ironically, the old steel and copper cables would deteriorate if they were not used.

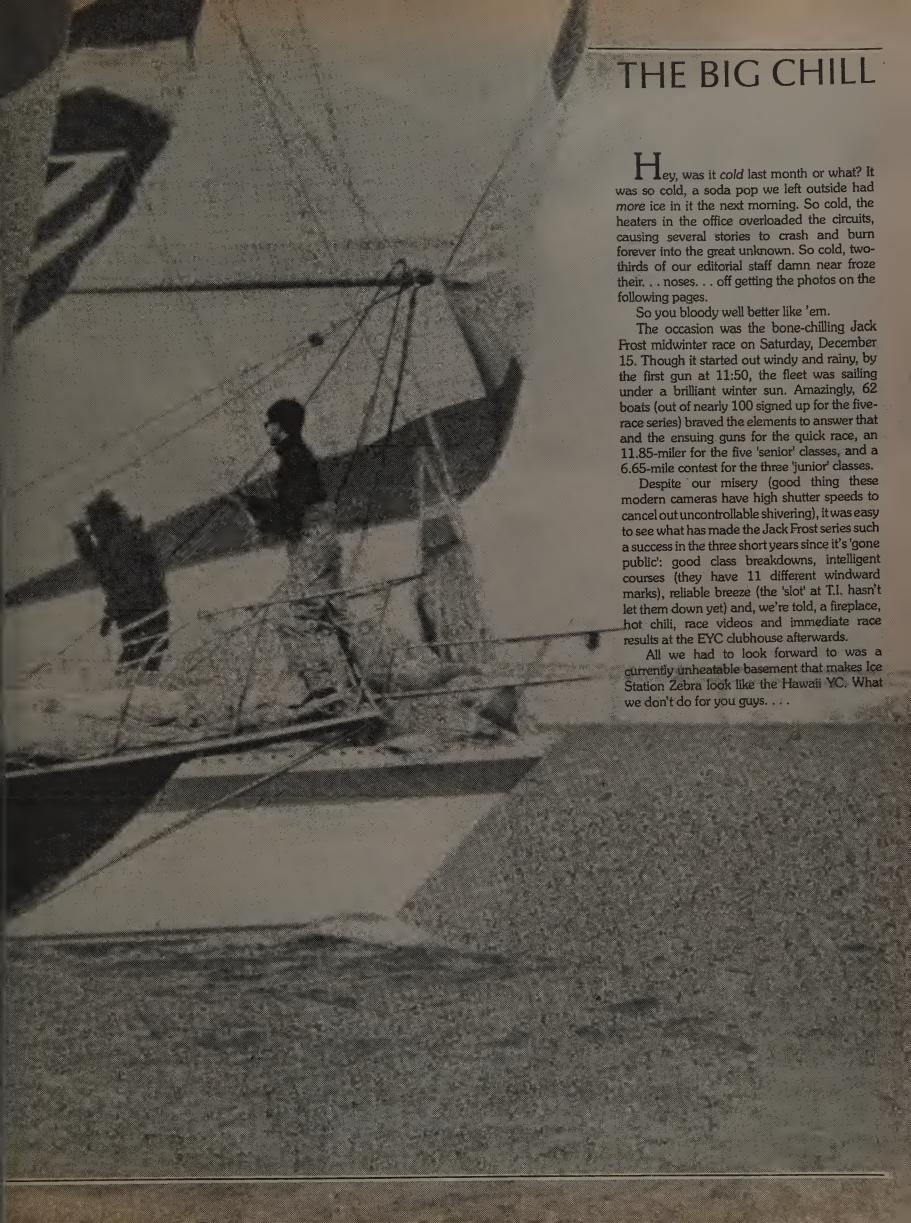
WASHINGTON, D.C. — "Our coral reefs are in peril and are disappearing at an alarming rate," reported Robert Wicklund of the National Oceanic and Atmospheric Administration's Caribbean Marine Research Center. By "our reefs", he is referring to those of the world, not just the United States. Marine scientists say the reefs are starving as a result of abnormally warm seas, which causes the reefs to 'spit out' microscopic algae they normally feed on. Are the warm seas the result of normal weather cycles or a byproduct of global warming? If you'll pardon the pun, that's a topic of heated debate.

BERKELEY — Would you pay a \$1,000 initiation fee and monthly dues of \$150 to row a 35-foot aluminum catamaran for the morning and afternoon commutes between Berkeley and San Francisco? Marshall McGregor, a 36-year old relief captain of the Larkspur ferry, hopes so. He figures such an arrangement would allow commuters to kill two birds with one stone by getting their daily workout while making their commute.

If this idea takes wings, McGregor would then like to operate a big barge in the Bay that would have lots of shops and kiosks.

They say there's a fine line between great ideas and lunacy; we'll let you decide where McGregor's belong.









Some Like

the california to mexico

People often tell us we have the best job in the world. For the most part we'd agree, but there are times — such as every winter when it's time to keyboard the list of Some Like It Hot ralliers — that we're tempted to pack it in and take off cruising. You know, go somewhere sunny and warm — like the Sea of Cortez — for the winter, maybe longer. Sitting here in our dark and frigid editorial basement, who can fault us if our mind begins to wander South of the Border? . . . We imagine ourselves tanned and relaxed, reading a paperback on some deserted sandy beach somewhere in Baja. Later, after a leisurely swim, a gentle breeze fills in, so we set sail for the next island, a dozen miles distant. We crack open a cold cerveza, crank up some tunes and. . .

Ooops, sorry — back to the task at hand, which is introducing the annual Some Like It Hot Rally. Ironically, we have no one but ourselves to blame for our annual career vs. cruising quandary, as Latitude was responsible for founding the Rally four years ago. Then — and now — the rules of this low-key event are easy enough to explain: there aren't any. Just sail (or motor) from California to Cabo San Lucas any time between November 1 and February 1 and sign in with the co-sponsors of the Rally, Gil and Karen Oyanguren of Papi's Cruising Center. In return, cruisers receive a free ice cream cone, a chance at a free SLIHR T-shirt and a shot at winning bigger prizes to be awarded at the annual Sea of



Cabo San Lucas, southern terminus of the Some Like It Hot Rally.

Cortez Sail Week, which begins this year on April 14.

Actually, the Rally serves a number of purposes besides torturing the editors here at *Latitude*. "It helps foster a sense of community among the cruisers," says Karen. "Everyone gets to know each other, and everyone watches out for each other." For instance, when "Bob", a singlehander, wrecked his boat at Abreojos

last month, the ralliers helped him salvage what he could and then held a swap meet in Cabo to help him raise money. The cruisers also band together to do things for their Mexican hosts, such as a recent bake sale to benefit Toys-For-Tots.

Of course, the Rally has its social side, too. Writes Karen, "We've been having pot-lucks, volleyball and jam sessions every Sunday at 3:00 on the beach in front of Las Palmas. . . Wednesday night is 'frustrated musician's' night at Shooterz (formerly The Big Easy). Papi's reserves the big table for yachties. . . We'll be having our annual Christmas Eve party again, complete with turkey, pies and the whole bit. The Some Like It Hot New Year's Eve Party will begin at Marina Sol's El Aquario Restaurant and end at their new Open Soon Saloon (yes, that's really the name). . . Next month, we've planned a chili contest, dinghy races, seminars, movies and even a special yachtie night at Cabo Wabo."

It all sounds wonderful, not to mention it's 80-85° in Cabo these days. We wish we could be there right now, hanging out with the Class of '90-91 on the beach, or at Papi's, or at a secluded anchorage somewhere north of La Paz. Our turn is coming.

- 1) Berceuse, Liberty 458, John Feeney, San Francisco.
- 2) Kareen, 3-mast schooner, George Perrochet, San Rafael.
- 3) Bar Runner, 14' Livingston, Don Moreau, Newport, OR.
- 4) Teak Toy, motor sailor, Larry Shaver, San Diego.
- 5) Samadhi, 'TransPac', John Hren, San Francisco.
- 6) Windfall, Cal Cruz 35, Bob Bean, Long Beach.
- 7) Iris, Columbia 29 Mk. I, Hugh Freebairn, Berkeley.
- 8) Patience, 36' gaff rig ketch, Harry Bryan, St. Andrews, Can.
- 9) Erla, Baba 35, Alice Rossmann, Seattle.
- 10) Quest IV, Alaskan 49, Patrick O'Neil, San Francisco.
- 11) Elysium, Halberg Rassy 49' ketch, Frank Quigley, San Pedro.
- 12) Sun-Dance, Haterras 50, Mel Morrow, Newport.
- 13) Wave, 'Cat', Ted Vitale, Salem, OR.
- 14) Long Tall Sally, Tayana 55, Steve Weick, San Francisco.
- 15) Sonrissa, Cabo Rico 38, Kerry McDonald, San Francisco.
- 16) Rebel, Steel 40' sloop, Mike Cisarik, Los Angeles.
- 17) Summer Wind, Cal 43, Bob Rolfe, Seattle.
- 18) Tamasha, 60' Hereschoff ketch, Steve Bulmer, Cayman Is.
- 19) Tortuga, Gulfstar 41, Rick Oliveria, Alameda.
- 20) New Leaf, C&C 34, Rod Goodwin, Berkeley.
- 21) Gypsy, Defever 49, Mike Newman, San Diego.
- 22) Diana Rose II, CHB 45, Ora Graham, San Francisco. 23) Barrie Anne, Spencer 53, Larry Folsom, Los Angeles.
- 24) Nanva, Morgan 51, Robert Bour, Dillingham, Alaska.
- 25) Strider, N/M 55, Roger Wales, San Francisco.
- 26) Pacific Crest, Pearson 303, Ray Weiss, Portland, OR.
- 27) Shaman, Santa Cruz 40, Keith Carlson, Santa Cruz.
- 28) La Nui, Cape George 36, Jim Stevens, Richmond.

cruiser's rally

- 29) Mr. Clean, Bayfield 25, Dennis Miller, San Diego.
- 30) Summer Place, Catalina 30, John Ringsels, Novato.
- 31) Allegra, Baltic 55, Warwick Tompkins, San Francisco.
- 32) Horizons, Tayana 37, Andy Schmidt, Vancouver, BC.
- 33) Avrio, Aloha 32, Sandy McElroy, Vancouver, BC.
- 34) Bombay Blaster, Santa Cruz 50, Dan Nowlin, Los Angles.
- 35) Heart of Gold, Schumacher 50, Jim Corenman, Alameda.
- 36) Samarkand, S&S 55, Dick Humphrey, San Francisco.
- 37) Restive, Monk 30, John Bradford, San Diego.
- 38) Golden Dolphin, 50' cutter, Jack O'Keefe, Mission Viejo, CA.
- 39) Edson, ketch, T. Schreiver, Victoria, BC.
- 40) Sweet Charlot, Spencer 1330, Tom Olcott, San Francisco.
- 41) Soy Libre, 'West Indies', Bill Conley, San Francisco.
- 42) Taurus, 52' ketch, Brennan Fernandez, San Diego.
- 43) Spell Bound, Newport 30, Denny Philip, Marina del Rey.
- 44) Samurai, Santa Cruz 50, Dave Kitchens, Newport Beach.
- 45) Nootka Rose, CS 36, Peter Redfern, Victoria.
- 46) Broom Hilda, Amphitrite ketch, Bob Lewis, Los Angeles.
- 47) Perla, Baba 35, Duane Davidson, San Diego.
- 48) Rite of Passage, Allied Prin. 36, Bernard Salles, San Mateo.
- 49) Vivace, Azimut 71, Layne Prater, Los Angeles.
- 50) Gin-N-Vermouth, Hunter sailboat, Jim Martini, Sacramento.
- 51) J.B.'s Machine, Pacifica 44, Gary Alengena, Dana Point, CA.
- 52) Sundance, Kalic 40, Rich Hofer, Everett, Wa.
- 53) Victory of Wight, 40' ketch, Roger Stearn, San Francisco.
- 54) Twiga, Cal 2-27, Stephen Vance, Dana Point, CA.
- 55) Ocean Adventure, 55' sloop, Max James Convery, NZ.
- 56) Nepante, Landfall CC 43, Herbert Mocker, San Francisco.
- 57) Alegria, Vancouver 32, Robert Shenk, Los Angeles.
- 58) Spirit of Freedom, Car. 50, Gerhard Hoffmann, Van., BC.
- 59) Vamonos, Hatteras 46, Walt Ulriksen, Newport Beach.
- 60) Galleano, Gar. 53 ketch, Ralph DiTullio, San Francisco.
- 61) Irish Rose, 50' Chris Craft, Kevin MacPhee, San Francisco.
- 62) Snow Goose, Whitby 42 ketch, Stan Tice, San Francisco.
- 63) Nanok, Spray, Martin Aalso, San Francisco.
- 64) Nutshell, 37' C-Bird, Barry Squirrell, Victoria, BC.
- 65) Elora, 34' Kismet tri, Ross Shortreed, Victoria, BC.
- 66) Time Wise, Roberts 45, Graham Mellor, Brisbane, Australia.
- 67) Sea Venture, Force 50 ketch, Paul Mikos, San Francisco.
- 68) Drifter, Formose 36 ketch, Cliff Stright, Vancouver.
- 69) Silkie, L-36, Bill Brod, Juneau, Alaska.
- 70) Puffin, Baba 30, Jim Pollacek, Newport, OR.
- 71) Kama, 34' Doublender, William Peterson, Bodega Bay.
- 72) Dulcinee, Explorer 45, Chuck Saunders, Sausalito.
- 73) Indecision, 36' Cutter, Dave Larsen, Port Angeles, WA.
- 74) Eminence, Sweden Yachts, Ken Bullets, Kenai, Alaska.
- 75) Nereid, Baba 30, Gary Cufley, Juneau, Alaska.
- 76) Broomielaw, Cazelle Schooner, Ron Dick, Victoria, Canada.

- 77) Dixie May, Horizon 35, Red Barker, Kelowna, BC.
- 78) Starwind, HC 41 cutter, Jim Hunter, Los Angeles.
- 79) Skomalt, Hughes 31, Don Skelton, Victoria, BC.
- 80) Cygnet, US Yachts 42, James Bajgrowiez, Richmond.
- 81) Beach Party, Farr 46, John Sprouse, Portland, OR.
- 82) Island Woman, Schooner, Bert Melton, Vancouver. 83) Forever Chances, 50' ketch, Charlie Rockwood, Alvisio.
- 84) Grischuna II, 42' sloop, Cesar Caflisch, Victoria.
- 85) Slingshot, 37' catamaran, Jim Tompkins, Santa Barbara.
- 86) **Sequin**, 50' steel Garden schooner, Kevo Porter, Capitola.
- 87) Rumpelstiltskin, 67' trawler, Tim Moyer, Portland, OR.
- 88) Pieasure, Tradewinds 55, Skeet Winthrop, unknown.
- 89) Ever After, 40'sloop, Jack Silsby, San Francisco.
- 90) Saltflower, Hanna Gulfweed Ketch, Bruce Westrate, Ventura.
- 91) Lizard's Breath, O'Day 34, Doug Lange, Concord.
- 92) Day Dream, Yankee Clipper 41, Charles Hughes, Vancouver.
- 93) Ididit, Apache 37, Steve Pinsky, Denver, CO.
- 94) Innisfree. True North 34, Richard Harding, Seattle.
- 95) Blackjack, 37' cutter, Michael Pocock, Lymington, England.
- 96) Emerald Rose, Cheoy Lee 53, Howard Walters, Seattle.
- 97) Abishag, Lord Nelson 35, Brian Burke, Sacramento.
- 98) Tamure, Passport 51, Catherine Fullagar, Santa Cruz.
- 99) La Bronca, CT 47, Eduardo Guzman, Los Angeles.
- 100) Obsession, 40' cutter, James Clark, Friday Harbor, WA.
- 101) Cirus, HC 38, Robert LaPlace, San Francisco.
- 102) Ferra, 36' steel ketch, Cal Pannell, San Francisco.
- 103) Mistress, 41' sailboat, Bob Dupuis, California.
- 104) Aeolus, Cal 36, John Lawrence, Miami, Florida.
- 105) Far Star, Southern Cross 39, Nick Caballero, San Diego.
- 106) Insanity, Catalina 30, Ken Von Fleet, San Diego.
- 107) Southern Belle, Rival 36, John Rumsey, Boston.
- 108) Loke Lani, Bristol 29, Jim Gustin, San Francisco.
- 109) Lady Kathryne, Hylas 42, Fred Perrill, San Diego.
- 110) Renegade, HC 33, Bob Dropp, China Lake, Connecticut.
- 111) Copper Sky, 72' schooner, Russ Weisner, Vancouver.
- 112) Fat Cat, Pearson 36, Eric Kading, Wrangell, Alaska.
- 113) Chipper, Alberg 30, Gordon Nicholl, Victoria. 114) Jennelle, Pac. Seacraft 25, Jim McIntosh, San Diego.
- 115) Grace, wooden ketch, Jay Earnhardt, Sausalito.
- 116) Windborne, HC 43, Tony Robertson, Long Beach.
- 117) Dreamer, Westsail 32, Mark Robbins, Lon Beach.
- 118) Podge II, Sampson 35, Dudley Brown, Port Adelaide, Aus.
- 119) Daonna, MM 48, dana King, Ventura.
- 120) Bodyguard, Elvstrom, Bruno Skou, Fremantle, Aus.
- 121) Tharyar, HC 33, Mike Ostlund, San Diego.
- 122) Nighthawk I, Puvieux 47, Scott Smith, Vancouver.
- 123) Malolo, Giles Treasure 47, Bill Bolton, Honolulu.
- 124) Resande II, Ingrid 38, Harold Erickson, Port Townsed, WA.

BEST BOATS

The French like to say that whatever will be, will be. Oil prices will either rise or fall in the coming year. Disaster will either be averted in the Middle East or it won't. The Giants may or may not win the pennant next year (or, if you prefer, the A's may or may not lose it). The

people who know such things: Bay Area yacht brokers and surveyors.

For the sake of argument, we decided to

While no clear 'winner' could be declared, a couple of boats kept coming up



next big California quake will either strike during our lifetimes, or it won't.

But those issues (hopefully) aren't the only concerns getting you excited these days. You want to buy a sailboat something bad. Given the economic climate, you can't really commit to a megayacht program. You've got to think about junior's college tuition and the wife's hunger for fashion parity.

Let's say you could spring for up to 50 G's. You want something you can sail with the entire family, or take the guys (or gals) out for a Saturday of racing. Maybe you want to spend a couple of years fixing your boat up, then head off for that little coral atoll you remember from National Geographic (or Latitude 38), where the girls wear little more than grass skirts and the guys little more than thongs. Perhaps you want to do all of the above.

And perhaps you'd like to know, as so many have over the years, what boat is the best bang for the buck for your particular task. No 'perhaps' about this next part. We'll do what we always do — pass that buck right on to the

leave new boats out of this mix. There are, of course, pristine new yachts that can be had for \$50,000 or under. In terms of getting the most bang for your bucks, though, used is the only way to go. Working within those parameters, we polled the experts for the best buys of 1990.

In terms of gettting the most bang for your buck, used is the only way to go

Was this a scientific poll? Nah. Was there a margin for error? Not more than 100%. You want definitive answers, go see Lou Harris.

Roomy, graceful and built like a tank, the Pearson Vanguard is one of the best buys around in a used boat.

repeatedly: the **Islander 36** and **Santana 35**. Both have enjoyed great success as racing boats over the years, and both still have active one-design fleets. A healthy one design fleet means, among other things, that you can be assured of good resale value. If your start-up widget company goes public and you make a bundle on the sale of your stock, you can still get some decent bucks when you trade up to that Swan 65 or Santa Cruz 70.

Both the Islander and Santana are built well enough to take the pounding of a summer on the Bay. They're also roomy enough to live aboard, if that's your bent (a former Latitude ad rep lived aboard his I-36 for many years before cruising it to Mexico), and used ones often come with a bunch of extra gear.

Pricewise, the 36s built prior to 1980 are now going for under \$50,000. Some of the earlier models (the I-36 was in production from 1970 to 1984) are available for as little as \$35,000. The only caveats mentioned about Islanders were the possibility of blisters in some

FOR UNDER \$50K

hulls, and bulkheads that may have popped from too much backstay tension. Both problems can be fixed, of course, and don't



detract from the boat's overall attractiveness.

Ever since the first Santana 35 hit the water in 1979, it has remained one of the Bay's most popular one-design and handicap racers. Relatively light, the boat is fast enough to provide a thrill, and roomy enough for anything from a weekend at Angel Island to a long coastal cruise. With more than 6 feet of draft, you can't exactly go gunkholing, but that's why they make dinghies. The price tag is currently hovering around the \$40,000 mark.

Aracer/cruiser with a little more emphasis on 'cruiser' is the **Catalina 30**. One East Bay broker sold three in the last four months. Over the past decade and a half that Southern California's Frank Butler has been building these 'Chevrolets of sailing', they've earned a reputation for roominess and dependability. Almost 6,000 now populate the globe, with about 400 located here in the Bay Area. Says another broker, "These are G-rated family fun boats. You'll see them from the Delta to Angel Island. As Catalina dealers, we saw them get better every year."

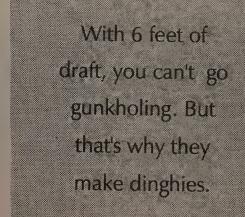
With so many 30s out there — you can reportedly find up to 25 for sale on any given day — prices are pretty firmly set. Early models in reasonable condition will start around \$20,000, with boats built between 1980 and 1985 fetching as much as \$30,000.

For those looking for a pure cruising boat, unanimity was harder to find. One name that kept recurring, though, was the irrepressible Westsail 32. Often derided by the go-fast set, the solidly-built, double-ended 32 has established an enviable reputation of comfort and dependability among those whose horizons stretch beyond the start/finish line. "Someone who wants a liveaboard cruiser that could take them anywhere and bring them back safely," was how one broker put it. Another said that the 32 has probably brought more beginners into sailing — and kept them there — than any other 'big boat'. More than 800 Westsail 32s were built; they go for between \$35,000 and \$50,000.

From the safety of limited consensus, we're now forced to jump into the realm of boats that were nominated for our list with without much corroboration. We present them in no special order.

Cal Boats — Designed by Bill Lapworth, boats like the Cal 20, 29, 31 and 40 all received mention as well-balanced, well-built boats. On a recent trip to San Pedro, we came across a yard full of Cal 20s flipped over on their decks with the keels and rudders stripped off. It looked like a dinghy shop for the Jolly

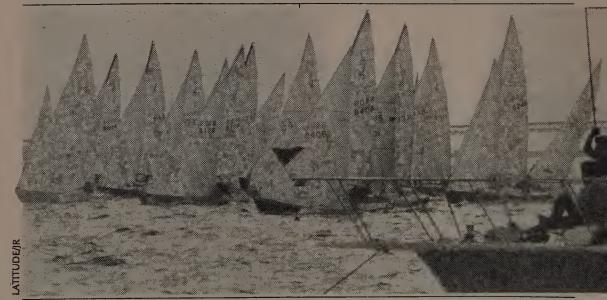
repainted and rerigged to create 'new' old boats. Some Northern California sailors have begun doing likewise. You can pick up an old boat for \$2,000 and for another \$3,000, you'll have a great little boat for one-design racing or daysailing. The cherry hulls were the first 100,



so check the serial numbers.

A good, clean **Cal 31** built in the late '70s (before Cal boats went back east and the quality changed) can be had for about \$30,000. **Cal 29**s, one of the roomiest 29-footers you'll find, go for about \$25,000. If you can find them, **Cal 39**s and **40**s also make good cruising boats, even if they are a bit dated, for under \$50,000. If you can't find any locally, try Southern California.

Any boat built in Santa Cruz — Craftsmanship in boating suffered a serious blow in the 1980s when most of the yacht builders on Monterey Bay took a powder. Their handiwork lives on, however, and probably will continue to do so well past the millennium. The list of production boats that fall into this category are almost all the small ultralights, the Santa Cruz



For learning the finer points of racing — don't EVEN expect to win for about 10 years — the J/24 fleet is one of the hottest around.

Green Giant. We discovered these classic one design racers were undergoing a 'turbocharging' whereby they're stripped down, faired,

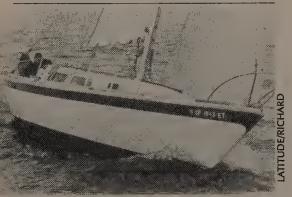
27, Moore 24, Olson 30 and Express 27, all of which can be had for between \$10,000 and about \$18,000.

"For someone who wants to get a lot of boat for the money," said an east bay broker, "these boats are worth more than the amount of

BEST BOATS

enjoyment you'll get out of them." (We don't quite know what that it means, either — but it sure sounds appropriate.)

Another boat in this price range is the



A Cal 29, one of the biggest little boats around.

Olson 25. A light, rather than ultralight, design, the littlest Olson is more cruising and family-oriented than its faster big brothers. The vacuum-bagged, foam cored hulls of the Santa Cruz-built boats are more desirable than the solid glass Ericson-built hulls. But both are well balanced, trailerable and have an active one-design class. The going price for one in good condition is \$15,000.

Hunter 33, 34 or 37 — A North Bay broker said he recently sold a Hunter 37 for \$50,000, which he described as "a great value. It's well built, nice to sail, and could go anywhere." He also pointed out that Hunter has addressed the man overboard problem better than most other designs. The walk-

most control lines to the cockpit, reducing the need for sailors to go gamboling around the decks at 3 a.m. on a moonless, stormy night. No matter what kind of boat you buy, safety should be a number one concern.

MacGregor 25 — A couple of brokers mentioned this design as a great starter boat. For \$5,000, you get a swing-keel family boat that can be trailered behind the average family sedan. Built for 20 years in Costa Mesa, the 25 was replaced a few years ago by an upgraded

It looked
like a dinghy
shop for the
Jolly Green Giant.

version, the MacGregor 26.

Ranger 26, 29 and 33 — These old Gary Mull designs, according to a North Bay

'Picaroon', a Santana 35, has served as a racer, Mexico cruiser and liveaboard.



through or open transoms provide easier access to (or for) someone in the water than a traditional closed cockpit. Hunter also leads

surveyor, sail easily, handle well and hold together better than many over time. "They're middle of the road designs with a fair amount

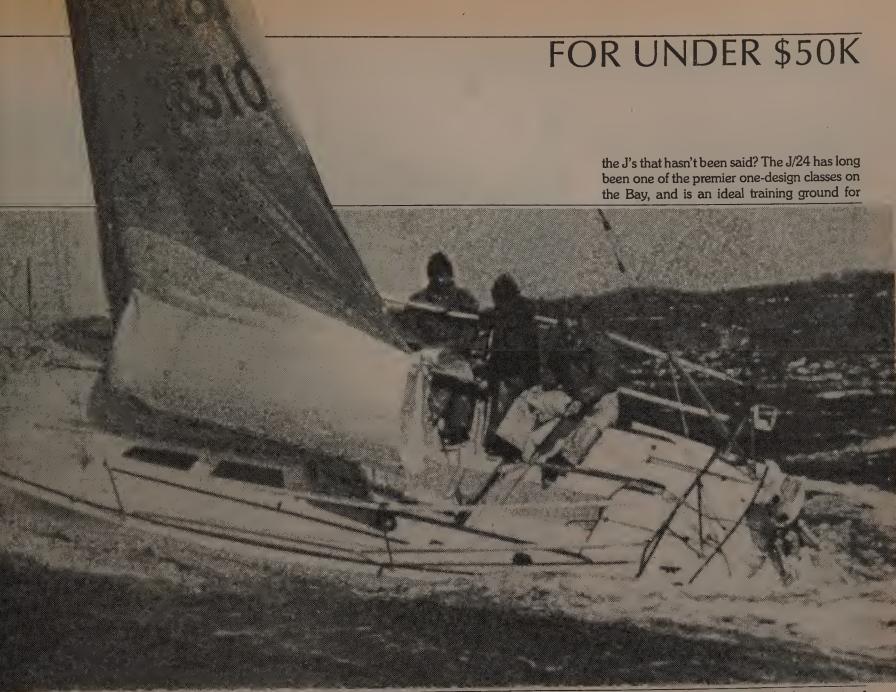


of room," he said. Locally, you could probably pick up a Ranger 33 for around \$30,000, with its little sisters commensurately less. A fair number of all three designs are homeported in the Bay Area.

Pearson boats from the early '70s — Back when oil and fiberglass were cheap, Pearson built some tough little yachts. Receiving several mentions in particular were the 33-ft Vanguard and Alberg 35. Sturdy, moderately fast and widely respected, all Pearson's early boats can be had for under \$50,000 — some for as little as \$20,000.

Alden 32 — One North Bay broker said this little Cheoy-Lee built motorsailor is great for either coastal or offshore cruising. Twenty years ago, there were about a dozen on the Bay. If any are currently for sale, they should be priced between \$40,000 and \$50,000.

A good old woodie — Everyone had a different answer to this one. We took that to mean that the Bay Area has so many venerable designs built expressly for our windy conditions, that any in good condition represent a bargain. Birds, Bears, Knarrs and Folkboats are a just a few of the designs mentioned that, after 40, 50 or even 60 years, still have an active one-design fleet. Though we've seen them for as little as \$2,000, it's recommended to shop in the higher price



ranges (\$5,000 and up, depending on design) for a woodie unless you're prepared to invest in some serious restoration work.

Another classic Bay woodie is the 38-ft Faralion Clipper. Twenty of them were built by the Stephens Yard in Stockton before the war. A yacht with a bit of local history, a Clipper in good condition goes for \$30,000 or \$0.

C&C 29, 30 34 and 36 — These yachts, many of which were built in the '70s, also benefitted from the days of cheap fiberglass and resin. Because there was no reason to economize, the hulls and decks of just about everything in the '70s were way overbuilt. The C&Cs in particular were pretty high-tech for their time, with balsa cores, especially in the decks to keep the weight down low. They also have a deep sump to keep any stray water in the bilge — rather than all over everything in the lower lockers — when you heel over. Pricewise, they're all under \$50,000.

An East Bay broker adds that C&Cs rarely have bad survey reports. Most of the hulls were built in the same shop in Niagara Falls on Lake Ontario. Also, though some older models are now out of production, most parts are still available from the factory.

Aries 32 — A number of these jaunty little doublenders came out of the C.C. Chin Yard in

The displacement/length and 'fun per ton' ratios make ultralights hard to beat. This is an Olson 30.

Taiwan in the mid-70s and found their ways to the Bay Area. Quite a few still reside in Sausalito. Although a relatively small 32-footer,

The hulls and decks of just about everything in the '70s were way overbuilt.

the boats feature plenty of headroom and a steady, secure feeling when underway. They also have 'the look' of a serious cruising boat. So even if you never anchor an Aries in Truk Lagoon, it's certainly the appropriate boat to sit aboard and entertain the idea.

J/24 and J/29 — What can you say about

anyone who wants to learn the fine points of racing. Pricewise, they're fetching anywhere from \$10,000 to \$25,000. The J/29s are less numerous, but also have good fleet racing. They go for \$20,000 to \$30,000. One East Bay broker said he has three on the market now, and recently sold one for \$20,000 — 30% under fair market value.

Pacific Seacraft — West Coast built, these yachts have a great reputation for safety and seamanlike qualities. Types mentioned included the Orion 28, Pacific Seacraft 32 and the Flicka, which features full standing headroom despite its diminutive 20 feet.

Some final thoughts: hard times in the boating industry makes this a buyer's market. There are some great deals out there for those in a position to make them. Unfortunately, some brokers don't deal much in boats under \$50,000 because of the slim profit margin. However, whenever possible we always advise that you buy through a broker. As well as riding herd over such details as the survey, financing and DMV work, they hold a vested interest in helping both buyer and seller achieve their goals.

Good hunting!

- shimon van collie

WANDERING AROUND

When the World Wanderer gazed down from 400-foot high Shirley Heights onto English and Falmouth Harbors, Antigua on December 1, he saw no evidence of a recession in the United States or the threat of war in the Middle East. What he saw was a spectacular array of luxurious crewed charter yachts assembled for Nicholson's 29th Annual Charter Yacht Show. Judging by the size and number of boats, it appeared to be a robust industry.

"The crewed charter market has exploded in the last five years," reported Pila Pexton, Show Director for the last six years (and first mate on a 75-footer the other 50 weeks of the year.) "The 179 boats at this year's show is not only a record for us, it makes ours the largest — in terms of boats and agents in attendance — charterboat show in the world."

The other big crewed charterboat shows are at San Remo, Italy (mostly big motoryachts) and in the Virgin Islands. The shows at St. Thomas in the U.S. Virgins and Tortola in the British Virgins each featured about 70 boats this November, down significantly from previous years. Pexton believes she knows one reason why. "Bookings from the United States are off everywhere this year, and those shows in the Virgins cater almost exclusively to the American market. But we've got boats and agents from nine different countries, and bookings from Europe are up almost 30%."

Logistics is one big reason for the international character of the Antigua show. While it's somewhat difficult to get to the Virgins from Europe, it easy to get to Antigua.

Rena Knight misses the days when yachts were made of wood and hot-dogging sailors crewed just for the thrill of it.





Despite being just eight miles by 12 miles and having a population of only 30,000, British Airways and Lufthansa fly 747s in daily from London and Frankfurt. American, Pan Am and Continental all service the United States with smaller jets at least once a day.

The international flavor of the Antigua show is impossible to escape. Not with all the different flags flying off the different sterns, not with all the foreign languages heard in the Galley Bar, not with all the peculiar — to an American — names of the skippers. You don't find accountants in Kansas City with names such as Esko, Uli, Penti, Fir, Ove, Rune, Lucien, Mats, Arild, Jehan and Guillaume.

History also favors Antigua. Crewed chartering began at Antigua in 1949 with the Nicholson family and their schooner *Mollyhawk*.

hings have really changed," agrees saucy Rena Knight, the female owner of Antigua Sails. When I sailed here 20 years ago from England aboard my 40-foot sloop Aveia — and was dismasted 10 miles out there were so few facilities that it took two years to fabricate a new mast. I got so bored in the interim that I started my sail loft — the first in the Windwards. Back then you could live on \$5 a day and the charter boat show consisted of 10 relatively small wood boats; now it costs \$1000/day to get by and the show is 180 mostly huge, glass yachts. I miss the happy-go-lucky days of the hot-dogging sailors back then, but I understand the change. I crossed the Atlantic on a 40-footer and have lived on a cup of water a day. Now I don't go sailing unless the boat is 100 feet. has hot & cold running stewardesses, and the champagne is chilled to perfection."

"Yes, the crewed charter boat fleet has been transformed," confirms Pexton. "Ten years ago," she told the Wanderer, "the Ocean 75 I work on would have been the Queen of the Show. She's still a great boat,

but nothing special anymore. The newer crewed charter yachts not only offer all the comforts of home, some of them are just as big as homes."

Pexton wasn't exaggerating. Of the 179 boats in the show this year, an astounding 36 of them were over 100 feet in length! There were just 22 boats under 50 feet in length, and just one — a Freedom 39 — under 40 feet.

There was no Queen of the Show, but if the Wanderer had to choose one, it would have been Signe, a magnificent Herreshoff-inspired 100-foot cold-molded ketch. It took owners Arthur and Mary 'we-had-a-powerboat-once-but-found-it-boring' Wellman four years and who knows how many millions to have her built. And she's worth it. Her black hull is so fair it appears to have been licked smooth by virgins with 600-

The 117-foot schooner 'Saba of Aschanti' has a point to make with her bow if you dare to get too close.



THE ANTIGUA CHARTER YACHT SHOW



Just a small part, of one quarter of the locations, of the first session, of the Antigua Charter Boat Show. It's the world's biggest.

grit tongues. The 232,000-pound displacement boat's interior is mostly Hawaiian koa with birds-eye maple; the detail work was done by a violin maker. The structural elements — for instance the deck beams and bronze chainplates — are such works of art in themselves that they remain in full view, even in guest cabins. The interior design, done by Joe Artese of Corte Madera, is highlighted by artifacts from the Far East.

Of course, those who want to charter big and luxurious yachts can't expect to do so on a beer budget. Destiny, a 173-foot motoryacht (which were in the distinct minority), accommodates 10 guests for \$147,000 a week, not counting fuel or victualling. Classic J boats from the 1930s

Charter Show Director Pila Pexton has watched the Antigua show explode over the last six years.



host eight guests for as much as \$60,000 a week, food and fuel not included. Elizabeth Meyer's magnificently restored *Endeavor* is one. Her boat is so popular with the likes of Ted Kennedy, however, that while in Antigua, she didn't participate in the show. More moderately-priced, but nonetheless lavish yachts such as the Jongert 98 *Sea Shuttle* accommodate six guests for \$26,000 a week. Ocean 80s take eight guests out for about \$17,000 a week.

While the big boats bask in all the glamor and get most of the press, the heart of the crewed charter market remains moderately-priced crewed yachts that are within the budgets of the American middle-class. And charter brokers visiting Antigua from around the world had about 120 of these to inspect — and their crews to interview — on behalf of charter clients.

Irwin 68s, while scorned as transoceanic boats, are perhaps the single most popular charter design because they feature four identical double-cabins with showers and heads ensuite for around \$11,500/week. Numerically, however, it was the Swans that overshadowed all other brands. There were 20 Swans showing, 10 of them — including Tom Wilson's Swan 651 Trinity from Mill Valley — over 65 feet in length. Oceans, with eight boats ranging from 62 to 80 feet, were the second most represented brand.

Moderately-priced crewed charter boats cost about the same per person; the greater expense of larger boats is simply divided up among a greater number of guests. Yachts 60 feet and longer usually take six to eight guests, the 40 to 50-footers take four guests, and yachts under 40-feet take two. (There are, of course, exceptions. The French, for example, think nothing of shoe-horning the entire population of Marseille into a 30-footer.)

So no matter if two people are chartering a 40-footer, or eight people are chartering a

75-footer, the typical price for a very nice—but not ultra-luxurious boat—would be between \$1200 and \$1500 per person. Spectacular food and all the toys are usually included in these prices; alcoholic beverages and the tip (15%) is not.

At first this might sound expensive, but given prices of comparable food and accommodations ashore, it represents a terrific bargain. And this is before factoring in that the Caribbean offers perhaps the finest and most consistent sailing conditions in the world.

The proof of the value of crewed charters is in the number of repeat charters — which is the key to the success of any crewed charter yacht. Top boats will have as much as 50% repeat business from a previous year — and it's not uncommon for clients to charter with the same boat and skipper for many years in a row.

Somewhat ironically, it's often the women who are most responsible for repeat charters. "Once a woman tries a crewed charter," explained one stewardess, "she'll never, ever go bareboating again. Her husband gets the vacation he's really been wanting, and that makes her happy; and she gets pampered in a way that rarely happens ashore, and that makes her happy, too. In fact, there's nothing I'd like better myself than to be a guest on my own boat for a couple of weeks."

Given the per week prices, you can also understand the reason for the growth of the crewed charterboat fleet: it's like printing

Walking onto an ultra-luxurious modern crewed charter yacht is a whole different experience.



WANDERING AROUND

money. Or is it?

"None!" Answered Wendy when the Wanderer asked her what percentage of crewed charter boats turn a profit. First mate on an 80-footer, Wendy has worked on just three boats in 13 years, and thus has a nearly unrivaled perspective.

"Well, maybe 3 or 4% do," said Andy, who has been a captain for as long as Wendy has been a mate.

"No," corrected Peter Pexton, veteran captain of Ocean Mermaid. "The only ones who make money in this business are the captains." A captain who is not inclined to loose talk, Peter's statement must be taken seriously.

"Given the charter rates, how could the boats not make a profit?" the Wanderer asked.

"The costs of the crew, maintenance, craftsmen, advertising, broker commissions and food are very high. And when the winter season and income stops, the big bills keep coming. Then there's all the expense of getting the boat up to the East Coast or back to the Med for the summer season. Boats are expensive, and big boats are very expensive because everything breaks," they said.

"While some well-run boats can offset expenses, there just isn't enough money in chartering to make a profit," said Pexton. "There's one very busy 98-footer that must have cost well over \$1 million when she was new eight years ago, and she's just had a \$1 million refit. Even though she charges \$25,000/week to charter, there's no way the owner can recover that kind of investment."

"So why in the hell would owners of so many fabulous yachts pursue the charter trade?" the Wanderer asked. The table fell silent. Along with why people watch golf on television, it remains one of the mysteries of the universe.

But none of these three were going to lose any sleep over it. All are highly-respected professionals, had paid their dues, and were plenty tuckered from the work they'd done that day and would have to do the next. And why look a gift-horse in the mouth? The alternative was living a similar lifestyle on smaller, less luxurious boats - and having to pay all the bills! As it was, two of the three at the table were about to embark on a fouryear circumnavigation on an 80-footer during which time the owner would only occasionally visit. The other would do a few charters in the Caribbean with his wife before heading through the Canal for the Pacific Northwest, where the owner would periodically join the boat.

What do owners of charterboats do when they can no longer afford it? They



Rachel, the 'guitar player from Qatar', will put in one season as a charter cook before joining the 'real world' in business management.

become captains. Just ask Englishman Mike Rose, one of the more fascinating characters the Wanderer met at Antigua. Rose, a sixyear veteran of crewed charters in the Caribbean and Med with his own Oyster 432 Paladin, looks like a cross between a smiling fireplug and a bulldog. At 50 years of age he displays an uncommon zeal for life, despite a hearty appetite for artery-clogging English fare such as steak & kidney pie, chips ("fries are those little thin things"), cheese, butter and grog. Not that he needs it, mind you. "No good Englishman goes to sea," he joked, "without Branston pickles, Coleman's mustard, Bisto gravy mix and Pusser's Rum. In fact, a good English seaman could easily survive on just those four if he had to!"

The Wanderer met Rose onboard Oasis, an Ocean 71 that he'd just skippered on a 14-day crossing from the Canary Islands (during which the 45-ton ketch had hit 20.75 knots with just a main and wung-out jib). After being welcomed aboard, the Wanderer inquired how things were going with Rose.

"I've just been fired," Rose replied with the enthusiasm normally reserved for lottery winners. "My owner, a woman, had chartered with me on my Oyster for three years before buying her own yacht. I warned her against it, but she did it anyway. At least she had the sense to buy a good boat, even though she was run down. I supervised the refit,

chartered her in the Caribbean and the Med, and just arrived back in Antigua. And now I've been fired. A disagreement on how a proper yacht should be run, you know?"

"Say," he continued, "I'm Royal Navy for 26 years and thus have one tot a day except for two on Sundays. Will you join me?" he asked with a mischievous grin. Having spent all morning swimming, running and abstaining from food, the last thing the Wanderer needed was two ounces of straight Pusser's Rum. "Sure," the Wanderer replied.

Rose ceremoniously pulled out a little brass cup, measured out a tot for each, and with a toast to "absent friends and those lost at sea", tossed his down the hatch. Not quite ready for the full two ounces, the Wanderer hesitated, and with dreadful results. A quarter of the fiery amber slipped down his throat and burned his empty stomach; another quarter tot went down his windpipe, provoking a wild coughing fit. For about five minutes it was nip and tuck as whether or not the teary-eyed Wanderer would up-chuck all over the salon on the captain's last day. Then there was the matter of the remaining half tot, whose presence the Wanderer perceived as an embarrassment to his country.

"Don't feel bad," consoled Rose with an understanding smile, "I'll finish it for you." And he did. "When I welcome charter guests onboard, I do it with a bottle of champagne — not in some fancy ice-bucket — but an old

Mike Rose, every last cell of his body an English seaman, feasts on the cuisine of his homeland.



THE ANTIGUA CHARTER YACHT SHOW

sea boot. Guests love it! Every day after that at sundown, I gather the men in the cockpit for a tot and a humorous historical tale of the English Navy. Few of them can ever take their full tot the first couple of days, but near the end of the charter they begin to inquire how presently it will be served. It's a wonderful ceremony. The ladies, of course, are served tot-ettes."

As with all top charter captains, Rose's skills as an entertainer are just shy of his skills as a seaman.

Primarily a charter boat show, the first week in December is also something of an employment fair for individuals looking for positions on charter yachts. The common thread among the job-seekers is their disdain for the banal and a thirst for excitement.

Not even the veterans, however, had experienced the excitement of American applicant Courtney Downs. The attractive 20-year old had been inside the U.S. Embassy in Kuwait — her father worked there — when the Iraqis paid a visit. "We were trapped inside while a 24-hour tank battle raged outside the embassy walls. The Iraqis kept telling us, 'We're coming in to get you'."

Downs and her parents were soon moved to Baghdad. After a tearful goodbye to her parents, Courtney, her two dogs, and some friends made a run for it. Despite the overwhelming presence of Iraqi troops and the need to pass check-points and drug her dogs, Courtney made it to freedom and the States. With nothing to do but wait, she hitched a ride on a sailboat from Norfolk to St. Thomas, and then another from St. Thomas to Antigua. While onboard she received an urgent message to call home. She soon learned her mother had escaped with a group of women, and that her father had pioneered an 'underground railroad' that others had used to flee Iraq. Her father was later honored by President Bush at the White House for his courage. Downs looks forward to a hectic job on a charter boat as a way to relax from the anxieties of the last few

A somewhat more average cook applicant was 22-year old Rachel, 'the guitar player from Qatar'. A Royal Navy brat, she was raised in Southern Italy, England and Qatar until she started attending boarding schools at age 14. "Even though I was expelled from a couple, I really liked boarding school and had looked forward to attending them since I was young."

"Why?" wondered the Wanderer.

"The fun, the independence, the living in close quarters with different personalities." After stints at Exeter, Oxford and cook's school, Rachel spent her 21st birthday at a



The cannons that used to thunder from English Harbor are now used to secure the dock lines of magnificent charter yachts.

youth hostel in Venice, California. She then worked for a few months as a secretary in Manhattan; and most recently — on the advice of her boyfriend — headed to Antigua to try to sign on with a charter boat.

"I arrived here one week ago by plane with no hotel reservations or anything. But I'm a nomad and wasn't worried. I got lots of offers." There are times when, in addition to being highly competent, it helps to be young and attractive.

"She really knows the ropes," confirms Capt. Joe Hutchins of *Oceana*, who hired her as cook for the season. Small wonder. "I started sailing when I was minus two," says Rachel, "because my grandparents, who had sailing in their blood, met on a sailboat. My father had all kinds of boats from a dinghy to a 41-footer, and every holiday I can remember was spent sailing off the south of France. I loved every minute of it. I love working on a charter boat, too, because it's just like being back in boarding school," she says with a laugh while fondling Jacqui, the ship's monkey.

Nonetheless, after her season in the Caribbean, Rachel plans on returning to England to get serious about business management. Possessing the wisdom and poise of women twice her age, Rachel will do well.

More typical of the job-seekers was Jacqueline Semple of Cornwall, who joked that she'd come to Antigua primarily "to



Courtney was the first of her family to successfully escape from Iraq. She'd rather have been chartering.

escape the English winter". But there's more. At 28-years of age, she's worked a season on a charter boat on the Great Barrier Reef, has worked a season in the Virgin Islands, has sailed the replica of the Golden Hinde from England to Vancouver, and has travelled extensively in New Zealand, Nepal, Thailand and South America.

Given her experience, Jacqueline had several deckhand or stewardess positions offered to her, but she was holding out for first mate on a large sailboat. Alas, she knew the wait might be a long one. If women think job discrimination is bad in America, they've a revelation waiting for them in the Caribbean.

While this was to be a year's fling for Rachel, for 28-year old Jacqueline and many others, there were hopes that such jobs might last much longer. The adventurous, independent, exciting personalities that work on charter yachts, for example, are the only ones that appeal to Jacqueline and most of the others.

When the Wanderer finally left Antigua, he'd learned that the crewed charterboat industry was nowhere near as healthy as it appeared on the surface. But so long as the owners of large yachts were willing to subsidize the Caribbean vacations of charterers, and so long as the captains and crews were getting decent pay to live a envied lifestyle, nobody was voicing any complaints.

- latitude 38

A DAY IN THE LIFE

There are tough days on every job, but yesterday was just too much. I used to think that harbormastering was the best job in the world. Now? Well, let me start at the beginning.

Yesterday was Friday, the end of the week for most people, but the start of a busy weekend at the marina. Still, I celebrated the end of the week like many other boat owners by going out for an evening sail. It was a beautiful sunset and with the full moon rising over the Oakland Hills, we flew the spinnaker for a run down the Estuary and back to our slip. At 9 o'clock, we met some friends at Chevy's for fajitas and margueritas and Coronas. It was a pleasant evening.

On the way back down to the boat my reverie was broken. I heard some thrashing in the water about halfway up one of the docks. Upon investigation, I discovered a naked, drunken woman trying to keep herself and her duffel bag afloat. She was crying and having difficulty breathing in between sobs, so I quickly dragged her and the bag from the water and wrapped her in my jacket. Her boyfriend had literally thrown her off the boat after an argument. I presume her belongings followed shortly thereafter. I talked to them both for a few moments, and after they cooled down, left them alone to kiss and make up.

Because my friend Elizabeth was staying aboard my boat that evening, I was anxious to keep the mood that had been created at dinner. We had just settled into a cuddle in the V-berth when the phone rang. Why I ever put a phone on board I'll never know! I tried

I pointed the gun at the flowerbox and pulled the trigger.

ignoring the first hundred rings, but when it persisted, I figured it must be something serious.

"Hello."

"There's a loud noise coming from somewhere on the property," said a man's voice. "My wife and I can't sleep."

I inquired as to the nature of the noise and where they thought it was coming from, but couldn't figure out what on earth they were describing. The suggestion that they close their hatches met without success. "It's too hot," said the caller.

"Thank you. I'll check into it."



had every intention of just ignoring the complaint and going back to more enjoyable activities, but duty wouldn't allow it. Besides, the mood had once again been broken. "I'll be right back," I assured Elizabeth, and went topside to investigate.

It took awhile, but I finally found the source of the noise, an unmanned truck with a very noisy generator on a construction site about half a mile away from the marina. Strangely, the noise was not very loud close to the source, but was particularly piercing directly downwind in the slip of the two unhappy berthers. I let them know where the sound was coming from and apologized that there was nothing I could do about it. They thanked me and I returned to my boat and my now sleeping friend.

I, too, was soon fast asleep and dreaming of tropical isles and sandy beaches when there was a pounding on the hull. Oh shit. What now? I leaned out of the companionway.

"Yeah?" It was the security guard.

"Hello. You the harbormaster?" I nodded.

"I think there's a boat over here that's taking on water," he said.

"How much water?"

"Quite a bit, I reckon. It's my first night on the job and I really don't know too much about boats."

"How low in the water is it sitting?"

"Oh, it's down."

"How far?"

"All the way, I reckon."

I got dressed again and accompanied the guard to where the boat, a 52-ft power yacht, had indeed "taken on some water." The only thing still showing was the flying bridge! Surprisingly, the dock did not go down with the boat. Instead, the docklines had sawed nice neat lines up through the fiberglass hull. On the way up to call the owners, I reflected on why these things always happen in the middle of the night, and never in the middle of the day.

With the owner informed and on his way, I then called the Coast Guard to tell them about the fuel seeping out of the sunken boat's tanks. They said that we had to get a private contractor in to set up booms and do the environmental cleanup. Trying to protect the environment at 3 in the morning is not easy.

When the distraught owners finally arrived,

OF A HARBORMASTER



they surmised that their mechanic had not replaced the broken water strainer on the engine intake and it had come apart. Apparently, the boat had been slowly taking on water all evening. When the water level reached the open ports, it went down quickly.

By the time I got back to my boat it was dawn. Adrenalin still running, I decided to take a long, hot shower and take Elizabeth to breakfast at Albert's restaurant. After a few cups of coffee, I was ready to take on the day. It was Saturday morning, and the weekend usually brought people into the office for friendly chats and the trading of tales.

In fact, someone was already standing at the office door when I arrived. Apparently a boat had come adrift last night and was fetching up against his boat down the aisleway. Would I come and please remove the transient

That task completed, I went back to the office and played the messages off the answering machine. The third message was a

death threat from one of the berthers. And he sounded, well, deadly serious. This guy often came down for a weekend of sailing and left his dog either tied to a cleat or roaming the docks the entire day while he was out on the water. I had received several complaints from his neighbors and other concerned animal lovers, and had recently notified him that he had to abstain from the practice if he wished to continue berthing in the manna. He apparently didn't like ultimatums, so this was his "counter offer."

The police had no sooner left with the incriminating tape as evidence when a boy came running into the office to ask me to help retrieve his mother's bicycle. It had fallen in the water and he wanted to get it out before his parents arrived. After a trip to the maintenance shed to locate a grappling hook, I spent 30 wasted minutes trying to extricate the bike. Just as I was about to give up, the youngster remembered that the bike had fallen the other way. I'd been looking on the wrong side of the finger!

At 11 o'clock, the mail arrived. Another response from the BCDC. I have been going through the permitting process for a year and a half, yet there always seems to be one more thing I need to provide; one more piece of red tape to deal with; one more hoop to jump through. Among their latest queries: "What color will the nuts and bolts on the 'public-access picnic tables' be?"

I'd just finished reading the rest of the BCDC's letter when the phone rang. It was the owner of a neighboring business.

"You better stop polluting my waterfront!" he said. I thought he was referring to the ongoing cleanup around the sunken motorboat, but before I could respond, he said, "Brown sewage is floating everywhere and I know it's from your marina. Your berthers must be pumping their holding tanks into the water!"

I, too, had noticed the recent phenomenon — brown slime clinging to everything from shore rocks to boat bootstripes. Earlier in the week I had called the Coast Guard to inquire about the stuff and was told that recent rainstorms had caused abnormally high production of brown algae in the Estuary. That yes, it did look disgustingly like raw sewage, but no, it wasn't harmful. I explained all this to the concerned business owner.

"Don't lie to me. I know it's raw sewage!"

"Call the Coast Guard if you don't believe me," I said. "Have the water tested. But please don't make such silly accusations without facts to back them up." I hung up the phone.

My God, what a day! I'm used to complaints about deserted dogs, wild cats, phantom poopers and other such calamities. I've heard complaints about people doing their laundry in the shower stalls or even showering with their pets. These occurrences have become so common as to be mundane. Sometimes, they're even funny. Like the time a berther

The only thing still showing was the flying bridge.

came in to tell me about some weird stuff all over his deck. After a quick inspection, I had to inform the gentlemen the "weird stuff" was heron shit. But today was not funny. Today was taking its toll on me.

The next person who came into the office

A DAY IN THE LIFE OF A HARBORMASTER

complained that his boat was turning orange. Apparently, this was caused by the boater in the slip next door sanding his mahogany cabin top. Guy one informed me he was going to sue not only guy two, but the marina, the manufacturer of the sandpaper, etc.

I was familiar with the "orange" boat. I had often noticed the poor upkeep — it didn't appear to even have been given a good wash and wax in the last 10 years. Ever the diplomat, though, I tried to calm him down and we went down to the docks together and talked to his neighbor. The accused agreed to wash, buff and wax the orange off the guy's boat and the proposed lawsuit was dropped.

On the way back to the office, I noticed's some "undesirables" working on a berther's boat. They were the same ones I had thrown off the dock on Thursday. In the scam of the month, their "boss" had given some quotes to local boaters for varnish work that sounded too good to be true — because they were. But he had shown the nicest varnish jobs in the marina as examples of "his" work, collected some very large deposits and then hired some drifters to do the work while he left with the money.

In fact, after telling the workers to get lost the first time, I'd notified one boat owner about what was apparently going on. He'd paid the con artist \$1,000 as a deposit. I reminded him that the longer the workers worked on his boat, the more money he would be liable for, since the workers could put a lien on his boat if their boss did not return to pay them. Friday, I received a call from the boat owner's lawyer who informed me that the good doctor now wanted to sue me! "Does he realize I saved him from more debt?" I inquired.



With the remainder of that unpleasant conversation running through my head, I once again confronted the "workers" and asked them to leave and not come back. This time, one of the drifters, half stoned and all pissed off, weaved slowly up the dock toward me — and pulled out a gun.

Oh, sheeeeittt! All I was armed with was common sense, which dictated — no, demanded — that I run the other way post



haste. Instead, for reasons unknown, I stood my ground and talked to the angry young man. I don't remember what I said, but it made sense to him. After a few minutes, he handed over the weapon and I sent him and his buddies packing.

As I began walking back to the office, a strange feeling came over me. Maybe it was lack of sleep. Maybe it was the rush of adrenalin over the gun scare. Or maybe it was the sight of the flowerbox still sitting on the same finger of the dock after I had told its owners repeatedly to remove it. Whatever it was, something inside me just snapped. I pointed the gun at the flowerbox and pulled the trigger, spraying dirt, flowers and splintered wood into the water.

Then, instead of heading back to the office, I went over to where a couple of dinghies were perpetually pulled out onto the fingers, another flagrant disregard of the rules. "Make my day," I muttered under my breath as I filled them full of holes and pushed them into the water to watch them sink.

Then I saw that big double ender with the

head-banging bowsprit overhanging the dock. I remember quite clearly asking this particular owner what kind of sailboat he had on the day he signed up for a slip. "A 38-foot sailboat," he had said. I guess he thought that, a) I didn't know one boat from another; b) it was none of my business what type of boat it was; or c) that once you added the lengths of the boomkin and bowsprit, this particular 38-footer actually required a 48-ft slip! The result was a bowsprit overhanging the dock so far you had to practically turn sideways to get around it. I'd tried every diplomatic means to try and alleviate the situation. Now it became clear what I had to do.

I ran up to the maintenance shed, threw down the gun and picked up the right tool for this job. As I walked back down to the big double ender, I pulled the cord and the chainsaw roared to life in a cloud of blue smoke. This guy said he had a 38-footer, I was just going to prove him right.

Just as the whirling teeth were about to bite into the varnished wood, somebody grabbed me from behind! Oh my God, they were pulling me away....

It was my friend Elizabeth! It was Saturday morning. When I regained my senses, I jumped up and peered out the forward hatch at a serene morning. No sunken boats, no guntoting strangers. It was all a dream — or should I say, nightmare. I had a terrible headache.

"Come on," she said, already dressed and

Trying to protect
the environment at
3 in the morning
isn't easy.

radiant from a good night's sleep. "Let's go to Albert's for breakfast. You'll feel better after you get something to eat."

- anonymous

Editor's Note: Only the last few paragraphs of this story are fiction. The remaining instances all really happened to an East Bay harbormaster, though in the space of a year instead of a day. Even the girlfriend is real. Or was then. She's now his wife.



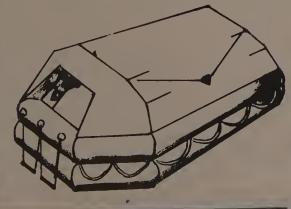


USCG APPROVED TESTING FACILITY

SALES • SERVICE REPAIRS • RENTAL • REPACKING

> OF . USCG, SOLAS, COMMERCIAL, YACHT AND FISHERMAN

INFLATABLE LIFERAFTS INFLATABLE BOATS



MARINE COMPANY

555 SELBY STREET SAN FRANCISCO, CALIFORNIA 94124 (415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122

FOR

Finally! The Ultimate Racing Statement boldly displayed on a "Cotton Rich" white fleece wear.

Made in the USA. This pre-shrunk 9 oz. fleece offers warmth yet is lightweight.



Distinctive Racing Graphic Depicted in Chartreuse, Magenta and Royal Blue

Logo Displayed Left Front of Garment in Royal Blue

The 90% cotton fiber breathes with its wearer while the double stitched seams insure durability. This high quality garment also offers a generous cut for improved mobility and greater comfort.

This jersey is a must for the compet	ition sailor!
SEND CHECK OR MONEY ORDER ONLY TO: FOR RACING SAILORS ONLY POST OFFICE BOX 578930 DEPT. 22	SHIRT \$29.95 SHIPPING & HANDLING \$5.00 IL RESIDENTS ADD 8% TAX ONLY SM M L X-L
NAME	
ADDRESS	
CITY 30 Day Money Back Gua	STATE ZIP rantee • 2 - 4 Weeks Delivery

1991 CREW LIST —

Alvin Toffler was right. There's way too much shit going on to keep track of it all. When Future Shock came out back in 1970, Toffler estimated that every American is subjected to something like 1,500 'bytes' of information every day — way more than any brain can process — from TV, radio, print media, billboards and so on. These days, it has to be double that. In boating-related stuff alone, we sometimes don't know if we're coming, going — or gone! And the most ridiculous aspect of it all is how guilty we're conditioned to feel if we're not 'informed'. You know, like none of us has anything better to do all day than read newspapers and watch the news.

At one point a few years ago, however, we actually became so deranged that we tried the next best thing. Among three editors here

	WE ARE LO		
Т	O RACE ON	MY/OUR	BOAT
NAME(S):			
AGE(S):	SEX:	PHONE: (_)
3 4 4 4			
ADDRESS:			
BOAT TYPE/SI	ZE:		
	I/WE PL	AN TO RACE:	
2) Mon 3) Ocea 4) 1991 5) Cata	TransPac lina Race ico Race(s)	a)	Handicap One Design YRA season Specialty Events and/ or occasional YRA Beer cans Anything & everything
ex sc:	perience, and wo ared silly. In at least one full s In more than three	season of racin	for the chance to get when wet, bruised or get or g
2) Pret 3) Ver	ually — winning is ty seriously — wh y seriously — I/we	y else make the don't like to lo	e enorus ose.
Mail co	impleted form and \$	1.00 to: Racing	Crew List, P.O. Box

at Latitude, we arranged to read all the local papers, plus the LA Times, the Wall Street Journal and the New York Times — every day. We listened to all-news radio on the way to and from work, read Time and Newsweek every week, and sat through both local and national news at night. Of course, that was in addition to keeping current on the world of sailing by reading the 101 local and national sailing

magazines, newsletters, books and other publications that flood into our offices every month.

No wonder 'stress management' is rapidly becoming the buzzphrase of the '90s.

That grand plan lasted about two weeks, or until our stomachs hurt all day, we don't remember which. It all fell through one beautiful Saturday when the choice came down to catching up with the inevitable backlog of news from the previous week — and going sailing. The choice took nanoseconds. The news went in the trash and we spent the better part of the day aboard the boat, ruminating and reminiscing about our young, carefree cruising days. We recalled how, when such major news stories as gas rationing, Nixon's resignation and the fall of Saigon caught up with us weeks after the fact — we didn't even care!

Ignoramuses, that's what we were; a stupid daydreamers with some totally simplistic view of life that was 180 degrees out from reality. Now, as the boat sailed placidly along on a crisp winter day, we ruefully concluded we were the better for it, too.

By the time we got back to the dock, our blood pressure was back to normal. We watched the sunset, hugged our wife and kidnik and went home once again caring about the truly important things in life.

Okay. So maybe it didn't happen exactly that way. But it's close enough. Life's just too short to get all wound up about stuff you can't change.

One thing you can change is the quality of your life. And boy, are you in luck in that department. Forgive a slight bias here, but there's only one pursuit we can think of that even comes close to the stress-reducing, mood-improving qualities of sailing. And if you're not

	HAVE	SAILBO	OAT,	
WILL	ING TO	TAKE C	THERS	OUT
F	OR CASU	AL DA	YSAILIN	G

NAME(S): AGE(S):	5	SEX:	PHONE: ()		
ADDRESS:						
		LA	M/ WE ARE:			
1)S	ingle to	take singles o take coupl	out es out			
2) (C 3) S	ingles, o	couples or sr	nall groups of	cay, but p	lease le	ave
*****	any kid	is nome	you can contr			

SAILING ANY WAY YOU LIKE IT

married (or sometimes even if you are), it can involve quite a deal of time, effort, cash — not to mention risk — to arrange.

Not so sailing. You don't need to walk the docks, you don't need

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS.				
AGE(S):SEX:PHONE:()				
ADDRESS:				
I AM/ WE ARE: 1) Single 4) Would like to bring kids 2) Couple 5) Going sailing to escape the kids 3) A group of (state number) friends interested in sailing Mail completed form and \$1.00 to: Daysailing Crew List, P.O. Box 1678, Sausalito, CA 94966 by MARCH 15.				

to haunt bars, you don't need to 'interface' cold turkey with people you don't know — you don't even need a boat. With the information you're about to read, anyone can achieve the emotional release they've unconsciously ached for, the mental nirvana they crave. All they have to do is take pen in hand and participate in the most earthshattering scientific breakthrough in mood engineering in history: The 1991 Racing, Cruising, Daysailing, Boat-Swapping and Co-Chartering Crew List.

Phew! With a buildup like that, the rest of this is liable to sound a bit anticlimactic. But there's always someone out there who's coming into this new and doesn't know, for example, that this is our biggest crew list of the year, and covers every type of sailing (except boardsailing and iceboating) you'll likely ever want to do. All you need do is fill out the appropriate form or forms and mail them to us with a small 'entry fee' — \$5 for people looking to crew on race or cruise boats; \$1 if you're a co-charterer, daysailor, boat-swapper or boat owner looking for crew. Then, in the March (for racers) and April (cruising, daysailing, boat-swapping, co-chartering) issues, we publish everybody's names and phone numbers, along with a short code indicating their talents and skill levels.

With the legwork done, the rest is up to you. Look up the category that most suits what you're looking for, and hit the phones, dudes! What used to take weeks of hit and miss can now be done in hours. Isn't the computer age wonderful?

In the best-case scenarios, the Crew List has provided participants the adventure(s) — some of them ongoing — of a lifetime. Listee-crewed boats have won races and season championships. They've circumnavigated the world. Crew Listees have given up sensible former lives for more fulfilling careers in yacht

delivery, maintenance or other careers in the sailing field. A few have even found life partners through the list. Look for a letter from one such couple in this issue.

While our blessings for the best outcome possible are certainly behind everyone who takes part in the Crew List, we'd be remiss if we

didn't give equal time to the downside.

Even sailing has creeps. One of them allegedly drugged and possibly raped a Crew Listee a few years ago. Another woman Listee was aboard a boat that piled up on a deserted island, stranding her and the crew for almost a month before rescue. (The first woman

I/WE WANT TO CREW ON A RACING BOAT
NAME(S):
AGE(S):SEX:PHONE: ()
ADDRESS:
I/WE WANT TO RACE:
1) San Francisco Bay 2) Monterey/Santa Cruz 3) Ocean 4) 1991 TransPac (July) 5) to Catalina (July) 6) to Mexico (November)
I/WE PREFER:
1) Boats under 30 feet 3) Dinghies 2) Boats over 30 feet 4) Multihulls
MY/OUR EXPERIENCE IS:
(Check at least one from each column)
1) None 2) A little 3) Less then one full season Little or no racing, but lots of cruising and/or daysailing 4) Mucho c) I have out-of-area racing experience, but am unfamiliar
with local conditions d) One to two full local seasons
e) One to two long-distance
ocean races f) Years of Bay and ocean racing
<u>I/WE WILL:</u>
1) Help with the bottom, do maintenance — anything! 2) Play boat administrator, go-fer 3) Go to the masthead to retrieve the halyard at sea 4) Navigate, I've got lots of experience 5) Do foredeck, I've got lots of experience
5) Do foredeck, I've got lots of experience 6) Do grinding, I've got muscle
Mail completed form and \$5.00 to: Racing Crew List, P.O. Box 1678, Sausalito, CA 94966 by FEBRUARY 15.

1991 CREW LIST —

returned home and as far as we know, never sailed again. The second was so invigorated by her adventure that, if anything, she sails even more.)

That's why we have to rap the gavel at this point and — hear ye, hear ye — officially inform you of the following: The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make or imply any guarantee, warranty or recommendation as to the character of any individuals who participate in the Crew List, or the condition of their boats or equipment. You must judge those things for yourself.

Still with us? Good — there may be hope for you yet.

Besides the actual sailing and meeting new friends, probably the

I/WE WANT TO CREW ON A CRUISING BOAT NAME(S):___ AGE(S): SEX: PHONE: (____) ADDRESS: SAILING EXPERIENCE: None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, become seasick, get mad at the owner and wish like hell ! was anywhere but on the boat. I'm still game. Some. At least a)5, b)10, c)20 sails on the Bay while being active and suffering the normal cuts, bruises and hollering. Moderate. Several years active crewing on the Bay or at least one long coastal or trans-ocean trip. Lots. Several long ocean passages. I/WE WANT TO CRUISE: Caribbean SF Bay and Delta Mediterranean Monterey Bay Anywhere warm Southern California Petaluma in a Mexico this fall/winter 10) 4) pick-up truck Pacific Northwest or Alaska 5) Hawaii and the South Pacific 11) Other I/WE CAN OFFER: At least a month of shared expenses 1) Mechanical skills: engine, electronics, refrigeration 2) Elbow grease for bottom work, varnishing and other upkeep 3) Cooking and cleaning skills. Language skills. I'm reasonably conversant in a) Spanish; Ornamental skills — I look good in a bikini Mental skills. I may not look like a playmate, but I don't think like one, either Mail completed form and \$5.00 to: Cruising Crew List, P.O. Box 1678, Sausalito, CA 94966 by MARCH 15.

most fun aspect of the Crew List is our Crew List Party. This years' get-together, scheduled for sometime in April, is by far the largest of the two Crew List parties we run every year (the other is the Mexico-

TARACICA				
	SEX:	PHONE: (
	WHE	RE AND WHEN:		
4 * 44 L * L		p with the owner o		at in the
				area
I/we would like	to cruise th	is area for about _	wee	ks in th
		, 1991.		

only party that runs in October) — and the only one to which all readers are invited. That's right, Crew Listees, non-Listees, friends, Romans, countrymen — everybody. The former get in free, while the latter pay a small admission fee commensurate with the 'advertising fees' mentioned above (\$1 to \$5 depending on if you own or want to crew on a boat). We'll have more details on the exact date and location of the Party as soon as we firm them up.

So that's about it. Being about the most user friendly 'program' around, we're sure you can figure it out from here — and we want you Crew List veterans to be sure and appreciate the additional information categories we've added per request, such as adding 'Monterey/ Santa Cruz' to the Racing form, and 'Language skills' to the cruising. For consistency's sake, and just so those enthusiastic newcomers don't make it this far and then blow it, we'll close like we always do with our list of tips and suggestions.

- 1) Above all else, be honest. Sailing is one recreation you can't bluff your way through. Raw beginners will appreciate the fact that many boat owners value an enthusiastic beginner higher than someone with limited experience who thinks otherwise.
- 2) Be realistic about the commitment you're making. If you're looking to get on a racing boat, realize that, among other 'rules', you'll be required to arrive at a certain hour at a certain dock a certain number of weekends per month. Putting'a racing campaign together is hard enough for any skipper without having to deal with undependable or no-show crew. Those signing on cruising boats can

SAILING ANY WAY YOU LIKE IT

TAM/ WE ARE LOOKING FOR CRUISING CREW

CROIDING CREW
NAME(S):
AGE(S): SEX: PHONE:()
ADDRESS:
WHERE AND WHEN:
MY/OUR BOAT IS A:
I/WE PLAN TO SAIL TO:
ON OR ABOUT (DATE):
I/WE ARE LOOKING FOR CREW:
1) That is male 2) That is female 3) Whose sex is unimportant
MY/OUR CREW SHOULD:
1) Be willing to share basic expenses such as food and fuel 2) Be willing to bust butt preparing the boat 3) Have more desire than experience 4) Have lots of ocean experience 5) Know celestial navigation, really know it
6) Have mechanical skills for the engine, refrigeration, etc.
7) Have language skills, a) Spanish, b) other:
8) Be unattached and unopposed to the possibility of a
friendship blossoming 9) Look good in a bikini
10) Understand and appreciate Nietzsche
Mail completed form and \$1.00 to: Cruising Crew List, P.O. Box 1678, Sausalito, CA 94966 by MARCH 15.

expect an even more severe attitude adjustment — cramped quarters, little or no privacy, moments of terror, hours of boredom and a host of other horrors collectively known as the "Cruiser's Blues". It's part of the dues all new cruisers pay, and will pass in time.

3) Lady crew listees might do well to play, if not hard to get, at least hard to get at. If you are a woman we guarantee you will make lots of contacts, even if you never dial the phone once. (In a little-understood physiological phenomenon, sailing is now known to arouse what scientists call the 'Warren Beatty Syndrome' in men, which causes them all to think they're Latitude employees — large, studly and God's gift to women.) To protect your privacy, a veteran Listette with more than 200 responses to her two Crew List entries suggests that women use their first names only, and either a P.O. Box,

answering service, FAX or business address instead of a home phone or address.

Finally, deadlines. To collate this stuff, we need to receive it a month ahead of publication. For racers, that means we have to have all your forms in our hot little mitts no later than **February 15** to be included in the March issue. Boat-swapping, Cruising, Daysailing and Co-Chartering folks, whose names will appear in April, have until **March 15**. Whatever your deadline, we strongly urge everyone to get your forms in as soon as possible — like today.

If nothing else, it'll be one less thing you feel guilty and stressed out about tomorrow.

- latitude

I/WE WANT TO CO-CHARTER
WE WANT TO CO-CHARTER
NAME(S):
AGE(S): SEX: PHONE: ()
AGE(S):SEX:PHONE: ()
ADDRESS:
TARLETO AND
WHERE AND WHEN:
I/we want to co-charter for weeks in the (spring,
A CANADA
summer, fall, winter)of 1991.
SAILING EXPERIENCE:
(Check two)
1) Little or none. a) I'd like a co-charterer to skipper
Moderate. I sail and give me direction
regularly and have b) Prefer co-charterer of at least chartered before equal proficiency
in the second se
Addition of Attitude to co-clisital
and/or chartered with less experienced party many types of boats
and am a competent skipper
I/WE PREFER TO CO-CHARTER:
1)Bareboats (we sail)
2) Crewed (professional skipper and/or crew)
3) With other couples
4) With other singles
5) A smaller (30 to 40 feet) boat with one or two other people
A medium (40 to 50 feet) boat with four to six other people
A large (60 feet or more) boat, the more co-charterers
the merrier
1/WE WANT TO CHARTER IN:
1) San Francisco Bay 6) Pacific Northwest
2) Monterey/Santa Cruz 7) Caribbean 3) Southern California 8) Mediterranean
- Arcaicoraican
4) Mexico 9) Other
Tonati.
Mail completed form and \$1.00 to: Co-Charter Crew List, P.O.
Box 1678, Sausalito, CA 94966 by MARCH 15.

MAX EBB'S

Eleven-six . . . twelve point eight . . . thirteen-four . . . Thirteen-seven . . . "

All eyes were on the knotmeter as the big ultralight flew down the Bay in front of a cold gust of strong winter northerly.

"Fourteen!"

"Yeeeeeeee-haaahhhhhh!!!" bellowed the spinnaker trimmer.

"Fourteen point three . . . "

"Smooth!" noted Lee, who was steering the boat. Somehow she had managed to talk her way onto the helm just a few minutes after we had turned downhill and got the spinnaker under control.

"More trim!" yelled the trimmer, and the grinder strained against the handle on the starboard secondary, saving the spinnaker from a partial collapse.

"Fourteen-five!"

"Carving right," said Lee. "Ease me a little."

The sheet was eased out a foot or two as the boat swerved to leeward, and we rolled to windward slightly before straightening out.

"Now cutting left — sheet in again!"

Two grinders jumped on the double handle this time, and the sheet began to wind back in.

"More sheet," said Lee, pretending to be oblivious to the grunts and gasps of the grinders.

We heeled to leeward alarmingly as the boat came up to a higher heading.

"Down to thirteen point nine," announced the crewman monitoring the knotmeter.

"Just looking for another wave," said Lee. With that she snapped the boat back down before the wind, resulting in another surge of acceleration.

"Fourteen point six . . . fourteen-nine . . . "
"Feel okay, Lee?" I asked.

"For sure! I mean, like, we're on rails!"

She steered the boat through a few more turns, but our speed fell back to the tens and elevens as the gust faded.

"Topped out at fourteen point nine seven,

in serious wind — and everyone within hailing distance of the yacht club guest dock that morning had jumped at the chance to go out for this ride. We were all duly impressed.

"Could you go easy on my grinders?" the owner said to Lee. "I don't want to wear them out before the season even starts!"

"Just playing. This big rudder is awesome — last time I steered this beast was, like, way gnarly."

The last time Lee spoke about was under a different owner and with the original, smaller rudder. This day, she had seen the mainsail go up from the other side of the marina, and managed to bicycle over to the guest dock just in time to hop on as we pulled out.

"Quite a machine you have here," I complimented the owner.

"We should be capable of speeds well into the twenties," he said, "especially in the ocean with bigger waves to help us out. Glad to see the new rudder is a success."

"There's nothing else in the harbor that can touch it," added one of the grinders.

"Unless you count windsurfers," added Lee.
"But hang on, here's another gust."

We repeated our fourteen-knot surge, all the more impressive in the relatively smooth water we were sailing in. Normally this part of the Bay would be covered with a steep chop, but the unusual wind direction had created a lee behind this part of the East Bay shoreline. It couldn't last forever, though. We were approaching shallow water.

"Don't let me hog this thing," Lee announced. "Anyone else want to drive?"

"Yeah!"

"Sure!"

"Love to!"

For some reason the owner selected me from the 10 eager volunteers.

boat. Lee was right, the boat felt great. Light helm, no play at all, and lots of control. The knotmeter was in the low tens when the next gust hit, and I fell off just a little more to run before it.

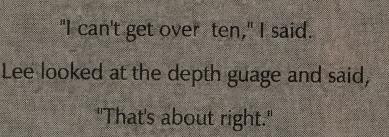
"Ten point nine," announced one of the crew, but after a few more seconds we still hadn't broken even eleven. I came up for some more power. The trimmer called "Sheet in", and the grinders went to work.

That gave us lots of heel, but no more speed. I pulled the boat back down before the wind, relieved to find that I had plenty of control left with the big rudder.

"She handles great!" I remarked casually, but my mind was racing: Why wasn't I going faster? That gust felt at least as strong as the one that gave Lee almost fifteen.

Meanwhile, I noticed Lee asking the owner which channel of the cockpit instrument repeater was for depth. He had to run below and look it up, but a minute later we had depth displayed on one of the cockpit gauges. It read

Another gust hit, and this time I held the very broad reach while one of the crew pumped the traveler in an attempt break us loose. But we topped out at eleven point one.



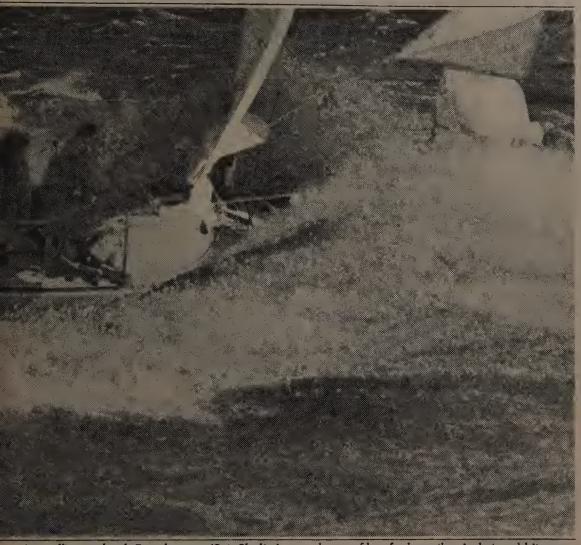
for a new in-the-Bay record."

The owner of this boat, which was unquestionably now the fastest sailing yacht in our club, was sitting on the stern pulpit looking like the proud parent of a newborn child. We were participating in an important ritual. It was the first time the boat had been out daysailing

"Look up, everybody!" I joked as I took the tiller from Lee.

After stabilizing on a very broad reach, I steered a few shallow turns to get the feel of the

'FROUDIAN' COMPLEX



According to depth Froude, even 'Sgt. Shultz's legendary 1988 charge across the Berkeley Circle was comparatively slow!

The boat felt heavy, somehow, compared to when Lee was driving. I decided the wind must have dropped a bit.

"How much water do you draw?" Lee asked.

"Six and a half," said the owner. "No problem with water depth for a while yet. The transducer is about 18 inches down, so it actually reads 5 feet when we touch."

The depth gauge read 10 feet, but the owner was not concerned. We all knew the bottom here was very flat, if not very far down.

Finally a big gust hit, and I parried an incipient death roll. No problem so far. The trimmer called for some overtrim, and I came up slightly. But when I looked at the knotmeter (no one was calling out speeds anymore), it wouldn't get beyond the mid-tens. Maybe the needle was jammed. . . .

"What's on the fun gauge?" asked Lee, looking across to the other cockpit display which was still showing knots.

"Can't seem to get much over ten," I said. Lee looked at the depth gauge again, which was now showing nine, and then slid back the sleeve of her foul weather jacket and hit some buttons on what looked like a calculator watch.

"That's about right," she said, and looked back at our wake.

"We should probably think about going uphill one of these days," said the owner, sending two of the crew up to raise the number three.

He took the helm back when the jib was up, and we did a very smart-looking douse and

water, the low chop began to send some cold spray over the bow.

"I'm off watch!" sail Lee as she ducked below.

This seemed like an excellent idea, so I followed her down the hatch.

If all right, Lee," I said as I sat down on the windward settee and braced my feet against the cabin table. "How come you could hit nearly fifteen and I could barely do eleven? It didn't seem like you had that much more wind."

"It's the water, Max," she answered casually as she opened the icebox lid and leaned inside. "Wonder what there is to eat on this boat?"

The boat's jumpy motion was beginning to make me feel like sitting below wasn't such a good idea. I marvelled at how anyone could think about food, let alone stick their head inside the icebox under these conditions.

"What do you mean by that?" I managed to

"The 'depth Froude' number, actually. I mean, there's like a major resistance hump when the depth Froude number approaches unity." She emerged from the icebox with a bottle of juice-flavored spring water. "Want one?"

"No thanks, Lee. The depth what number?"

"Depth Froude. It's the speed of the boat divided by the square root of depth times gravitational acceleration. The relationship between wavelength and wave speed begins to change measurably at depth Froude numbers greater than about .6. And it's very hard to get a wave to go any faster than a depth Froude number of 1.0. When a wave does go this speed, usually referred to as the critical speed, it doesn't keep losing energy to the waves behind it, like a deep water wave does. It's actually pretty simple to prove . . ."

"That's okay, that's okay," I interrupted. I don't think I could handle the proof right now. Some other time, perhaps."

"For sure," she said, as she located an open

"It's the water, Max. There's a major resistance hump when the depth Froude number

approaches unity."

round-up. We tacked, then put a reef in the main.

But as we sailed out into less protected

box of wheat thins in the bin behind the galley. "Want a cracker?"

"No thanks," I said. I closed my eyes and leaned back some more, which was enough to keep my inner ears happy.

"Anyway," Lee continued, "It was the

MAX EBB'S 'FROUDIAN' COMPLEX

shallow water that was slowing you down. For 15 feet of water, which is probably what the depth was when you first took over, critical speed is 13.0 knots. For 10 feet, it's only 10.6 knots."

"I would think a hull with the fine lines of an ultralight wouldn't be effected in 10 or 15 feet of water. Especially since the hull itself only goes down about a foot and a half."

here are actually two components to shallow-water resistance increase, Max. The most easily understood is blockage, where the size of the hull cross-section compared to the water depth — or to the water depth squared, to make it non-dimensional — determines a shallow-water blockage coefficient. A big ship hull in shallow water obviously has a tougher time pushing the water out of the way, because there's less room for water to flow under the

"Right."

"That's the kind of shallow-water resistance that has a small effect on sailboats, especially ultralights. But the depth Froude effect, where the boat speed approaches critical wave speed, is the other component, and it's, like, much more important. It's also kind of neat because it has nothing to with the boat's size or shape. It's purely a function of water depth."

"Really?"

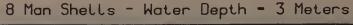
"For sure. Let's see . . . "

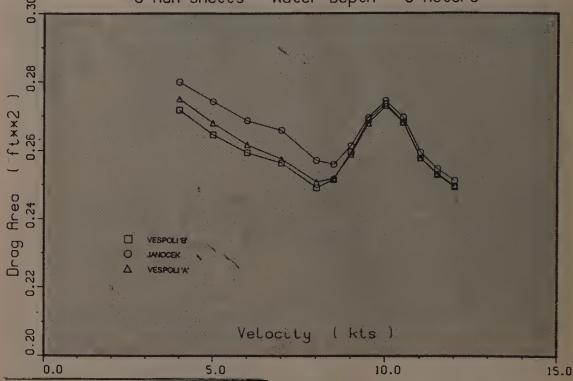
I cracked my eyelids to confirm that Lee had gone to work on her calculator watch again.

"In 10 feet, the critical speed is 10.6 knots. In 8 feet, it's 9.5 knots; at 6 feet, 8.2 knots; and at 4 feet, 6.7 knots. It takes a lot of extra power for a displacement hull to break through that critical speed."

"That doesn't check with my experience," said the voice of one of the grinders, who had evidently been eavesdropping from the companionway. "A good friend of mine has a powerboat, and he gets better milage in shallow







Above, calculated total resistance coefficients for three eight-oared racing shells in 3 meters of water. Right, a table of critical wave speeds corresponding to various water depths.

The same thing happens on my sailboard. I have enough power to blast right through the critical depth Froude number speed — but I have to admit I never measured the effect on my board."

even heard that it effects racing shells," said another voice. Evidently the whole crew was finding their way down below, escaping the frigid spray. "The Olympic rules call for exactly three meters of water depth."

"How fast do racing shells go?" asked Lee. But before the grinder could reply, she said, "Wait, don't tell me!" She started punching 1.6878 feet/second . . . that's 10.54 knots."

"That's right!" said the grinder. "The 'eights' go ten or eleven knots.

"Seems like I've heard it's important for them to practice in exactly the right water depth," I ventured. "That must be why."

I	Water Depth in feet)	Critical Wave Speed (in knots)	
	30		
	20	18.4 15.0	
	15	13.0	
	10 8	10,6 9.5	
	6	8.2	
	4	6.7	

"I never would have believed that something as light and slender as a shell would be slowed down in 10 feet of water," said the grinder.

"Well, the blockage effect is negligible," said Lee. "But the critical wave speed effect is significant, even for a shell. Just imagine what happens to a boat like this one, which is a big, fat, heavy hull by comparison.'

"I don't have to imagine," I said. "That's the last time I ever let Lee decide when it's my turn at the helm!"

The rest of the crew laughed, and the next thing we heard was the owner calling down for another chute to be hooked up.

"All right!" enthused the grinder. "I get to drive next!"

"The depth what number?"

water. I've even helped him measure it."

"No, that's also what the theory predicts," answered Lee. "At supercritical speeds, shallowwater resistance can actually be lower than at the same speed in deep water, because there's no transverse wave system to absorb energy.

numbers into her watch again, talking out loud as she went. "Okay, three meters is . . . 9.8425 feet. We'll use 32.174 for G, and a knot is

- max ebb

Are You Unhappy With Your Insurance Rates?



We'll protect your boat from almost anything that comes up – At great rates.

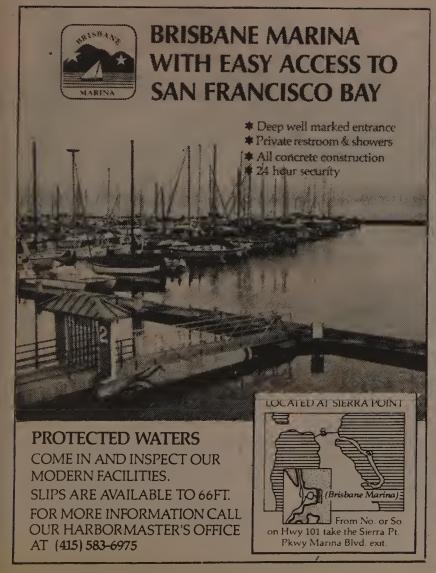
Ask for Alan Quan • Home appointments available

Allstate

Allstate Insurance Company

(415) 498-5900









his month, for the third and final installment of our annual Season Champions series, we're serving up 'leftovers'. The menu includes a variety of selections: winners of the Ocean Yacht Racing Association (OYRA), Wooden Boat Racing Association (WBRA), Small Boat Racing Association (SBRA) and a new item, the Northern California Youth Sailing Association (NCYSA). Some of the entrees we're featuring are tough and salty, others are garden-fresh and tender. We hope you'll devour each of these tasty mini-profiles with equal relish. . . .

Okay, we've 'milked' the lame food metaphors far enough — let's get down to business. In the spirit of the season, we spare you a lengthy diatribe on the status of each organization. Suffice it to say that not much has changed since last year: OYRA has rebounded ever so slightly (though a new lMS ocean group called IMSO was stillborn, fielding only one entrant); SBRA is banging right along (272 sailors from 40 yacht clubs competed in 15 one-design classes); WBRA is holding constant, as usual; and the two-year-old NCYSA is positively flourishing (111 kids

Want to learn more about these various sailing venues? To find out about ocean racing, call Don Lessley — head of both MORA and OYRA this year — at 892-6534. The contact for SBRA is Russ Breed (574-2251); for WBRA, call Tom Allen at 474-7474; and for NCYSA, call Patrick Andreasen at 347-0259. General questions about yacht racing can be answered by YRA (771-9500), your local sailmaker, or — if it's early in the month — by us here at Latitude 38.

Well, thatttt's all folks! Three months, 48



interviews and untold gallons of coffee later, the '90 season champs are finally history. Congratulations to all, including those winners listed below (limitations of space mean we can't profile everyone). And to those who didn't win — well, the 1991 season cranks up again before you know it. See you on the water!

- latitude/rkm

SBRA

EL TORO SR. — 1) Dennis Silva, RYC; 2) Ron Locke, WSC; 3) Chris Gasparich, RYC; 4) Jack Rankln, FSC; 5) Aad Rommelse, RYC. (40 boats; 14 qualifiers)

THISTLE — 1) Ron Smith, SJSC; 2) John DeWitt, SJSC; 3) John Cullen, NoYC. (12 boats: 3 qualifiers)

LIGHTNING — 1) Tim Barnes, DSC; 2) Mark Patty, DSC; 3) Mike Molina, RYC. (7 boats; 4 qualified)

SNIPE — 1) Packy Davis, StFYC; 2) Jennifer Fisher, RYC; 3) Sebastian Casalaina, EYC. (20 boats; 3 qualified)

FJ — 1) Paul Rothaus, FSC; 2) Karl Paulsen, FSC. (23 boats; 2 qualified)

DAY SAILER — 1) Steve Flock, SRSC; 2) John Field, SCYC; 3) Len Flock, SCYC. (18 boats; 7 qualified)

505 — 1) Steve Anderes, SJSC. (20 boats; 1 qualified)

FIREBALL — 1) Craig Perez, RYC; 2) Scott Rovanpera, DSC; 3) Patrick Grey, RYC. (14 boats; 6 qualified)

LASER II — 1) Michelle Logan, LMSC; 2) Ron Loza, LMSC; 3) Gary Bergero, LMSC. (9 boats; 3 qualified)

CONTENDER — 1) Rick Welch, SCYC; 2) (tie) Kirk Price, CSC, and Gil Wooley, SCYC. (6 boats; 4 qualified)

WYLIE WABBIT — 1) Caroline Groen, RYC; 2) Zane Working, CSC; 3) Bob Cunico, DSC. (12 boats; 4 qualifiers)

WBRA

BEAR — 1) Chance, Glenn Treser, AolYC; 2) Trigger, Scott Cauchois, SFYC; 3) Little Dipper, Joseph Bambara, SCC. (12 entered; 8 qualified)

KNARR — 1) Hyperactive, H. Williams/J. Fong, StFYC; 2) Huttetu, George Rygg, SFYC; 3) Alice, Bruce Bradfute, RYC. (26 entered; 19 qualified)

IOD — 1) **Profit**, Henry Mettler, Jr., SFYC; 2) **Undine**, D. Payan/D. Jermaine, StFYC; 3) **Bolero**, George Degnan, StFYC. (9 entered; 6 qualified)

SEASON CHAMPS, PART III:

PHRO Acey Deucy Santa Cruz 50



Richard Leute Ballena Bay YC

"I would encourage everyone to sail in the ocean. It's usually more peaceful than the Bay, and it's good training for longer passages," says Mountain View businessman Richard Leute. A three-time overall winner of the Silver Eagle Race (twice on his previous boat, the Esprit 37 Rosy Option, and once with Acey Deucy), Leute prefers longer races: "It's too much of a hassle to get a dozen people together for a two hour buoy race."

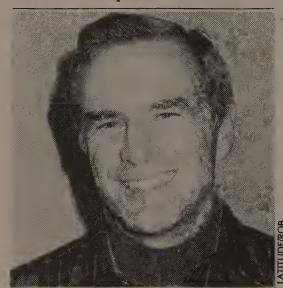
Since buying Acey Deucy — hull #26 out of 29 made — from the Moniz family in 1987, Richard has sailed her in the TransPac, the Pacific Cup, a Cabo Race, and a bunch of Catalina Races. This summer, he cut back to just doing local races and three coastal races (Santa Barbara, Windjammers, and a 'charter' to his crew for the Catalina Race).

Leute, who feels that "pro drivers are ruining the sport for amateurs," sails with his friends, "all of whom have 9 to 5 jobs and aren't rockstars." The crew consisted of three alternate drivers (in the ocean, they switch every half hour) — Jim Quanci, Mike Taylor and Les Raos — and Dave Legrand, Sue Routh, Jeff Gould, Marty Burks, Pierre Brouillet, Tom Hughes, Dave Collins, Richard Hanson, Jack Weaver, Bob Fricke, Mike Araji and Susan Hay.

Long term sailing goals for the Germanborn Leute, who is also an avid skier and glider pilot, include the '92 Pacific Cup and "convincing my family to go cruising with me in some warm area of the world."

2) Blitz, Ex-37, George Neill, RYC; 3) Elusive, Ex-37, Dick Demarais, SpinYC. (30 ent.; 14 qual.)

MORA Friday Express 27



John Liebenberg Richmond YC

John Liebenberg, a Livermore-based mechanical engineer, had the good sense to be off on a warm-weather vacation when we called to interview him. In fact, he and crew member/friend Ellen Caruthers were down in Peru, the Galapagos Islands and who knows where else for the better part of December, pursuing two of John's other passions, scuba diving and photography.

But Liebenberg's first love is sailing, particularly ocean racing. He's been sailing Friday, the 13th Express 27 hull, in MORA since 1982, and won overall season honors once before (1985). "John loves it out there," said MORA stalwart John Dukat. "He's been sailing in MORA forever, starting back when his IB-24 was a new boat! He's done it so long, he just doesn't make many mistakes."

This summer, Liebenberg fended off a late challenge from three-time champion *Bloom County* to win the now-abbreviated best 6 of 8 series. As usual, John also campaigned *Friday* in the Express 27 ODCA class and other specialty races. The former Lido and Fireball sailor also found time to sit on the MORA board and co-chair Richmond YC's standing race committee.

"John's a great downwind driver," says Sally Richards, one of many people who crewed for Liebenberg this summer. Others included Jim Antrim, Bill Schultz, Bruce Hellman, Scott Owens (before he was transferred to London), Chris Peterson and "a nice guy named Steve."

2) Freewind, Cal 9.2, Don Lessley, IYC; 3) Desperado, E-27, Mike Bruzzone, BzYC. (34 boats)

SSS
Nidaros II
Santana 30/30



Bjarne Junge SSS/Cal SC

"I like sailing in the ocean, and I like sailing shorthanded," states Bjarne Junge of Los Gatos. "It's just too much work to train a crew and hold them together." But Junge does enjoy doublehanding with his buddy Fred Gibson, a fellow IBM engineer: "It's safer and it's not as lonely. Besides, I need someone to yell at me now and then!"

The Singlehanded Sailing Association, explains Bjarne, allows doublehanded or singlehanded sailing in each of its 13 races. "The name is misleading; it should really be called the *Shorthanded* Sailing Society," he figures. This is the second year in a row that Junge has won the SSS ocean circuit, though he modestly admits, "I was pretty much sailing around alone in '89. Anyway, as far as I'm concerned, winning or losing is secondary to just being out on the ocean."

Was it ever scary out there, we asked? "Nahhh, you don't have time to think about it. We all wear harnesses and watch out for each other," explains Junge. "Sometimes, it gets a little exciting, like singlehanding this year's windy Junior Waterhouse Race. You should have seen the Potato Patch!"

Nidaros II — named after the town in Norway where Bjarne grew up (now called Trondheim) — is Junge's second boat of the same name; the first was a Morgan 27. Unlike a lot of shorthanders, Bjarne has no immediate dreams of doing the Singlehanded TransPac or taking the Big Cruise. "I'm happy just to do what I'm doing," he claims.

2) Chelonia, Yankee 30, Ed Ruszel; 3) Aotea, Antrim 40 trimaran, Peter Hogg. (9 boats)

OYRA/WBRA/NCYSA/SBRA

WBRA Kittiwake Bird



Loiseau (l) & Jessup (r) Sausalito YC

"Bird boats are fantastic!" claims insurance underwriter Lowden Jessup. "They're the oldest one designs on the Bay, dating back to 1919. If they didn't have a lot going for them, they'd have faded away decades ago."

Jessup and his sailing partner, insurance broker Dennis Loiseau, have co-owned their 26-year-old Kittiwake for almost five years. Prior to that, Jessup owned another Bird, Cuckoo, for 20-some years. He used Cuckoo as a trade-in towards the nicer Kittiwake, which he bought from Jim Van Dyke's 'Bird Sanctuary' up in Stockton. "He's owned and restored something like 10 of the 23 Birds ever built," marvels Jessup. "He's also a really good sailor; he's the guy to beat in our fleet."

Jessup, Kittiwake's tactician and sail trimmer, and Loiseau, her driver, managed to beat Van Dyke this summer thanks to getting clean air starts ("We knew we were fast, and we had the brains to stay away from him!") and a new set of Hood sails. "Our previous sails were 17 years old," says Lowden. "They were great, so we had Punky Mitchell duplicate them exactly."

Despite winning the YRA championship and the annual Bird Perpetual Regatta, the summer wasn't all roses for *Kittiwake*, as her wooden mast tumbled in the StFYC Woodie Regatta. "It was the first time a Bird has dismasted inside the Bay," claims Jessup, a TransPac vet who's long since given up racing his boat in the ocean ("Birds go through waves, not over them!").

2) Kookaburra, Jim Van Dyke, StkSC; 3) Oriole, Doug Hamllton, Marin YC. (6 ent.; 4 qual.)

WBRA
Galante
Folkboat



Otto Schreier Golden Gate YC

"I've been racing Galante in one design for 14 years," said retired Mill Valley cabinetmaker Otto Schreier, "and I'm still loving every minute of it!"

Schreier, who was raised in Germany, must have particularly savored this year's victory. Last season, he finished second after 'giving away' the season in the last race ("We had it in the bag, but misread the instructions!"). This summer, after a slow start that included breaking his mast in a Wednesday night race, Otto and crew (regulars Alan Jolly and Lena Carlsson and alternates Peter Wagner and Bob Fourr) were in fourth place at the mid-season break. They came alive in the stretch to narrowly win the 22-race season. "The five throwouts came in handy," laughed Schreier.

This was the second time — '85 was the first — that Schreier has piloted his red Galante to victory in the close-knit Folkboat class. Otto also took a second this summer in the Wednesday Night Series to 'Mr. Folkboat', Sven Svendsen, and a third in the SCC midwinters despite missing many races. Otto also enjoyed cruising Galante, his first and only boat ("unless you count my 8-ft Bluebird sailing dinghy"), in the Delta for two weeks.

Win or lose, Schreier is a big fan of the Folkboat class: "Everyone is really nice. We all know each other personally, so there's not much yelling on the race course. Also, because most of these are wooden boats, we aren't as reckless as 'fiberglass' sailors!"

2) Thea, Tom Reed, IYC; 3) Volker II, Jerry Langkammerer, GGYC. (14 entered; 10 qualified)

NCYSA Laser Division A



Forrest Fennell StFYC/RYC

Forrest Fennell, an 18-year-old freshman at the Cal Maritime Academy in Vallejo, was the outstanding sailor in the five 'symposium/ regattas' that comprised this summer's Northern California Youth Sailing Association (NCYSA) series. Fennell, sailing a St. Francis YC Laser ("I used to own one, but I gave it to my little brother, Rowan"), won the NCYSA Laser title for the second year in a row, this time by almost 50 points.

Fennell, who claims he's only been senous about racing for three years, has accomplished a lot in that short time. He's sailed in every national junior championship there is, including the Sears Cup (2nd in '87 as crew for Jason Fain), the Governor's Cup (2nd crewing for Morgan Larson), the Youth Championships (in Lasers in '88 and Laser IIs in '90 with Larson, coming in third), the Smythe and Bemis cups, the Bruce Cup in Texas, etc. In '89, Fennell earned him a spot on the Rolex National Junior Sailing Team.

This summer, in addition to teaching sailing at San Francisco YC, Forrest was the top junior at the Laser Nationals. He and his good friend Larson also just competed in the Youth Match Racing Championship in Auckland, where they placed a close second (see The Racing Sheet). Lately, Forrest has been sailing on the Academy's Farr 40 General Hospital. "Keelboats are kind of fun, but I still prefer dinghies," admits Fennell. "My main goal this year is to do well at the Youth Championship in Milwaukee."

2) Jesse Goff, Santa Cruz YC; 3) Heidl Scoble, StFYC. (31 sailors)

SEASON CHAMPS, PART III

SBRA — Div. A El Toro Jr. The Purple Turtle



Melina Hoyer Richmond YC

Melina Hoyer, a cheerful 15-year-old high school sophomore from Kensington, pulled off a mini-grand slam this summer, taking both SBRA's El Toro Junior title and NCYSA's El Toro 'C' (advanced) division. She also finished fourth among the juniors at the El Toro Nationals in Oregon, a relative disappointment considering she was one point out of the lead going into the finale. "I think I finished sixth in that race," remembers Melina. "Oh well, that'll happen sometimes!"

But despite all her success — not to mention the three El Toros she's been through (her Dad built the first one, Corky; then she had a Smith woodie named Spaghetti; and now her late-model Caballero The Purple Turtle) — Melina maintains a worldly perspective on racing. "School's my first priority; sailing is secondary," she claims. "But I look forward to the weekends, so I can get out on the water and see my friends."

Among the talented pack Melina runs with at RYC are her best friend, Europe Dinghy sailor Rebecca Harris (who occupied this space last year), Faye and Joe Menis, Jenny Greenough, Tricia Pohl, Rowan Fennell, Matt McQueen and John Walsh. "We keep learning together and pushing each other," says Melina, who recently began racing Lasers.

Like Rebecca, Melina started sailing at age seven. "I hated it at first, too," recalls Melina. "But now I'm glad my parents made me stick with it. They've given me lots of support and encouragement over the years."

2) Joe Menis, RYC; 3) Faye Menis, RYC; 4) Sean Fabre, RYC. (13 boats; 5 qualified)

SBRA — Div. B Laser #37 & #133870



John-O (I) & John W. Walsh Richmond YC

Tiburon dentist John W. Walsh modestly admits, "Basically, I won because of attrition. I never beat anyone named Morgan or Forrest!" One person he did beat, however, was his 15-year-old son John-O, who came in second. "Basically, John-O can beat me now, but I went to one more regatta than he did," explained John W., who until recently owned the perennial Colin Archer winner Aurora, an Alejeula 38 that he built from a kit ("I sold her through Latitude!").

"It's fun to sail against my Dad. He gets me on the windy days, and I get him on light ones," claims John-O, a 115-pound high school sophomore and Laser newcomer. "We talk about the race on the car ride home and over dinner." John-O also enjoys sailing big boats (he was part of the now-legendary Express 27 Leon Russell campaign) and El Toros — in fact, he won this summer's junior El Toro Nationals in southern Oregon.

"We loved Oregon," says father John, who bought land there after the Nationals. "We may move there in a few years." In the meantime, John W., a former Snipe and Folkboat owner, continues to run the Richmond YC junior program, by far the best volunteer sailing program in these parts.

"I think I've pretty well driven my two daughters away from the sport," John W. admits. "So it's nice to be able to do it with John-O. . . Say, why do you think he put a Homer Simpson bumper sticker on the transom of my Laser?"

3) Simon Bell, FLYC; 4) Rich Straub, DSC. (33 entered; 4 qualified)

SBRA — Div. C International 14 Banana Peel



David Klipfel Richmond YC

David Klipfel, the "Dean of Evening Operations" at San Francisco State, has been hooked on I-14s for almost 20 years. "They're a real challenge," claims Dave. "505s are as stable as aircraft carriers in comparison. Step one in a 14 is learning to stay upright; step two is actually learning to sail them."

After years of crewing on 14s — including a long stint with class guru Steve Toschi — Klipfel finally "graduated to the blunt end" three years ago when he bought his yellow Banana Peel, a Benedict design outfitted with Proctor spars and Leading Edge sails. Dave Berntsen, a former pro windsurfer, has been Klipfel's regular crew for almost two years now. "We're the 'Dave Boat'!" laughs Klipfel.

Highlights of the duo's summer included a road trip to Massachusetts, where they took a fifth in the I-14 Nationals and a third in the East Coast Championships. The lowlight was trailering three 14s each way — literally and figuratively a drag. Both agree that the best local regatta was the PCCs at Clear Lake, which drew 22 boats ("But let's not talk about how we did up there!" jokes Klipfel). Next September, 'The Daves' are planning to race in the I-14 Worlds in England.

Though Klipfel and his wife Susan ("our campaign manager") own and occasionally cruise their Folkboat, he keeps coming back to the 14. "Consistency was the key to winning the season," says Klipfel. "We weren't always the fastest boat, but we were seldom out of the top three."

2) Chris Wahl, SCC; 3) Kers Clausen, RYC; 4) Alan Laflin, StFYC. (23 boats; 2 qualified)

PRODUCT HIGHLIGHTS

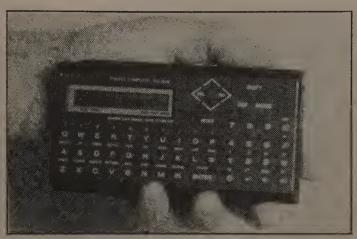


STAR BRITE EASY SCRUB

Star brite Easy Scrub is a mildly abrasive cleaner which will remove chalking, ground in dirt and stains from fiberglass, metal and painted surfaces. The simple wipe on, rinse off application is quick, easy and mistakeproof. Unlike harsh household cleaners, Star brite Easy Scrub will not scratch or discolor treated surfaces.

The product is packaged in a convenient 16 fl. oz. bottle with dispenser cap. It has a suggested list price of \$3.95 and is available at marine accessory stores, tackle retailers and sporting goods locations.

For more information, contact:
STAR BRITE
4041 SW 47th Ave.
Ft. Lauderdale, FL 33314
Phone (305) 587-6280
Toll Free 800-327-8583
Fax (305) 587-2813



BRILLIANT HIGH SPEED MERLIN II NAVIGATION COMPUTER EVEN COMPUTES UNIDENTIFIED STARS!

"...we still prefer the Merlin II." (*Practical Sailor* Dec. 90.) Used worldwide by navigators on sailing yachts, power boats, tankers, merchant ships, US Naval vessels, ocean-going tugs, and hot air balloons. Electronic almanacs of sun, moon, 59 stars built in. 5 seconds to turn clock and sextant readings into position line. Unlimited bodies and sights. Reject questionable sights. Predict meridian passage, twilights, more.

Call or fax for information or credit card orders. (206) 329-8574

MERLIN NAVIGATION

Suite L 1520 22nd Ave. East Seattle, WA 98112

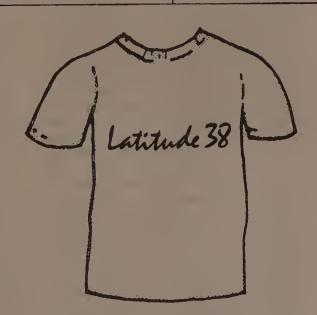


STA/MASTER Turnbuckles
Guarantee Fast, Easy Tension
Settings, Every Time

Fine-tuning of sailboat spar tension in a matter of seconds! Finely calibrated center traveler quickly locks for exact repeatable settings for each wind condition. Precision crafted of stainless steel for long, trouble-free life. Provides convenience of fast disassembly for derigging and travel. Three sizes now available up to an ultimate tensile strength of 6,500 pounds.

Spinnaker Inc.

P.O. Box 326 311 Bluff Street Sioux City, IA 51101 (712) 258-6120 Fax (712) 258-3224



LATITUDE 38 T-SHIRTS

- 100% Cotton
- Lifetime guarantee they'll last the lifetime of the shirt

Size: L, XL

Price: \$12.00

To order, send check to:

Latitude 38

P.O. Box 1678, Sausalito, CA 94966

Attn: T-Shirts



Pekny Anchor

Blends the best of traditonal anchor design with modern materials and manufacturing techniques

Assembles quickly without tools
Stows virtually anywhere
Solid stainless steel
Holds in all bottoms
Unparalleled strength and
durability
Options include custom flukes
and carrying bags

Pekny Industries, Inc.

4535.8th Avenue South St. Petersburg, FL 33711 1-800-248-HOOK

WORLD OF

With reports this month on mixing chartering and racing at some upcoming Caribbean regattas, and some tips from the experts on chartering in the Pacific Northwest, an area our staff hopes to visit this summer. Elsewhere in this issue, don't miss the feature on the crewed charterboat show in Antigua.

Competitive Caribbean Charters

Looking to mix a little competition with a relaxing Caribbean charter? Here's a few of the upcoming possibilities:

February 10, 11 & 12 — the St. Barths 'Nothing Serious' Regatta. After a hiatus of nine years, the legendary St. Barths 'Nothing Serious' Regatta is back. Once the most casual, wacky and sensual regatta of them all, indications are the same spirit will prevail again. Sponsored by Loulou's Marine, there's no entry fee, no registration and no rules. Bring your wildest costume, as regatta weekend coincides with Carnival! Plenty of bareboats are available from 24-mile distant St. Martin.

March 1, 2 & 3 — The 11th Annual Heineken Regatta at Sint Maarten features offers all levels of competition, including a bareboat division. Lots of fun, but don't



Women crewmembers have always been encouraged to share their thoughts on tactics in the Heineken Regatta.

saunter up to the bar and ask for a Bud. Contact St. Maarten YC by faxing 011 5995 23804.

April 28 to May 4 — Antigua Sailing Week is not only the biggest regatta in the Caribbean, it's one of the top 10 regattas in

the world. You ain't a real sailor until you've done this one. Figure on a fleet of 130 boats, ranging from gaff-schooners to state-of-art maxis. The drinking and partying never stops, so be young or have a strong liver. Bareboats and crewed boat available from Antigua. Contact Joel Byerly at (809) 460-0036 or fax (809) 462-2627.

- latttude 38

Chartering in Pacific Northwest

If you've been reading *Changes* over the last six months, you might be getting the inkling that a charter in the Pacific Northwest would be a nice change of pace.

Sally Andrew and Foster Goodfellow: "Sailing in the San Juans and Gulf Islands has been so much fun that after just two weeks we almost felt rested enough to go back to work!"

Dean Jones and Linda Lachelt: "Sure the population picks up a bit when you get south to Desolation Sound, but it was still paradise. And the August weather was good."

Gene and Dorothy Roediger: "The dreaded trip north turned out to be well worth it. Puget Sound, the Sunshine Coast, the San Juan and Gulf Islands — all were very pretty. And Princess Louisa Inlet was every bit as spectacular as Yosemite."

As enticing as it might sound, you don't want to charter up there now. When we called Tom Krabbenhoft of San Juan Sailing in December, he said it was blowing 60 knots and snowing. Sailing in the rain can be sporting, but sailing in a gale-driven snowstorm is insanity.

As much as Krabbenhoft would like to charter you a boat, he says that before April 1 or after November 1 the weather makes it out of the question. Prime time in the Pacific Northwest is July and August when it is sunny and hot. Locals who like to avoid crowds—such as they are in that part of the world—like June and September because the weather is still usually very good. September is actually the most popular with local sailors because it's the month with the best and most consistent breezes. The Pacific Northwest is not noted for strong summer winds.

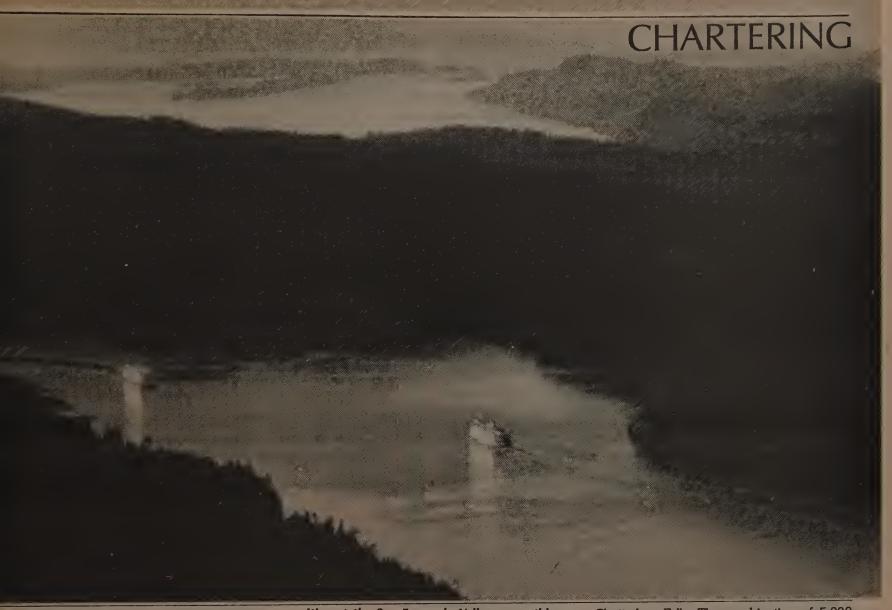
Budget-minded cruisers should note that

many Pacific Northwest charter outfits offer

many Pacific Northwest charter outfits offer discounts for June and September; this is great for those of you without kids in school—and those like us who feel that pulling kids out school to travel is the best education. The 'off season' in the Pacific Northwest is April and May, and October. Often times you can get as much as 25% off normal prices and/or a 'weather guarantee'. The charter outfits can't assure good weather, but they can refund your money if the weather was lousy.

The charter industry in the Pacific Northwest isn't doing as well as Boeing, but it's not far behind. It's a booming charter area because it's close and inexpensive for affluent America to reach, because it's gorgeous, and because the natives don't speak weird languages and approach you every 10 minutes to hawk carved trinkets or ganga. According to charter operators, most of their customers have already done a charter or two in the Caribbean and are looking for something a little more adventurous, a little less expensive, with more dramatic abovewater scenery and less people. The Pacific Northwest fits that bill.

Because of the region's increasing popularity as a charter destination, it's important to book early. Just as you can't wait until the last minute to book a good Caribbean boat for Christmas or Easter, you can't book late and hope to get a good boat in the Pacific Northwest for July and August. "The best boats are booked for July and



August by February," laments Mitch Perkins, who got shut-out last year. "If you wait longer than that, you can end up stone cold out of luck."

Where to go in the Pacific Northwest? We decided to let the charter operators share some of their favorites:

Tom Krabbenhoft of San Juan Sailing: "In the Gulf Islands, I like Lyle Harbor, which is just across the Canadian border. It's a beautiful, secluded spot with great crabbing. In the San Juans I prefer Hunter Bay on the south end of Lopez Island. It's a fantastic place with good protection that also has great crabbing. It's my secret spot and I'm not sure I want to tell everyone about it . . . but I guess I already have."

Ted Linham of Intrepid Yacht Charters likes two of the harbors on Sucia Island, which is the northernmost of the San Juans. The two are Echo Bay and Fossil Bay. "They are absolutely spectacular U-shaped harbors with narrow entrances and excellent protection. I also like Blakely Island Marina, a small private island with a marina that's a great place to tie-up for the night. Also Garrison Bay behind Roche Island in the San Juans, which is home to an old English garrison. It's not a secret spot or anything, just a great stop with excellent crabbing."

Bruce of Gulf Islands Sailing School: "Just outside Sidney is Wallis Island. It was a private island until last year when it became a Provincial Maritime Park. Off the northern tip

It's not the San Fernando Valley or anything, but the Pacific Northwest does have some nice scenery.

of Salt Spray Island is a small narrow cove called Princess Bay. Only 300 feet wide, most boats tie stern-to in the beautiful and very well protected bay. Now that Wallis is a park, you can go ashore and explore."

T.K. of Skyline Yacht Charters in Anacortes: "My absolute favorite place is a small unnamed cove just inside Lopez Pass on the Decatur Island side, tucked in between Center and Decatur islands. It's just past Rim, Ram and Run In islands. I was enjoying some time there with my girlfriend once when the boat batteries went dead. We stayed anyhow, as it was just too beautiful to leave. We counted seven eagles while at anchor there."

Bob Stevenson of Desolation Sound Yacht Charters, Comox, British Columbia: "Desolation Sound has about 200 anchorages, so it's hard to pick out a favorite. Nonetheless, Melanie Cove and Prudeau Haven in the heart of the Desolation Sound are two of the most beautiful. But my secret spot is Walsh Cove, one the prettiest and least known anchorages. It's got petroglyphs that were discovered by George Vancouver, one of Captain Cook's lieutenants, while they were searching for the Northwest Passage. And naturally you have to include the most famous of them all, Princess Louisa Inlet and

Chatterbox Falls. The combination of 5,000 foot cliffs and 80-foot waterfalls is hard to beat."

Dan Meyers of Anacortes Yacht Charters in Anacortes: "Sucia Island is an extremely popular Maritime State Park with mooring buoys at Echo Bay, Fossil Bay and Shallow Bay. Dock at Fossil Bay as there are miles of trails. My secret spot is overlooked by almost all the cruisers on their way to other locations. It's Eagle Cliffs on the east side of Cypress Island. It's got mooring buoys, virgin forests and wonderful vistas of the San Juans."

Wes Koenig of Bellhaven Charters in Bellingham: "The most popular spots are Friday Harbor and Roche Harbor. Roche Resort on Orcas Island is anther good one because it has both dock space and hot tubs! The thing about the San Juans is that there are so many good places to go that you can always find your own secluded spot. The Canadian Gulf Islands, on the other hand, are less developed and have more wildlife. But all the Pacific Northwest is great for chartering."

Want to do a charter but got the willies about the business in the Persian Gulf? A 30% deposit will hold a boat for you at the time you want; if you decide to cancel 60 days prior to the charter, you get almost all your money back. Besides, if that nonsense is still in the news by then you'll need a change of pace.

— latitude 38



Saturday Appointments

Furler/Hydraulics Standing/Running

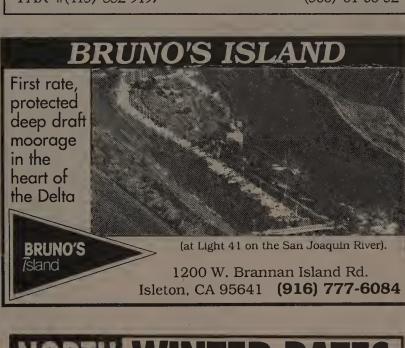
10% OFF Furlers with Free Installation

(415) 331-3268

1001 Bridgeway #184 Sausalito, CA 94965 FAX #(415) 332-9197

Apdo. 9 Puntearenas Costa Rica (506) 61-06-52









SOCIETY OF ACCREDITED **MARINE SURVEYORS**

National Headquarters (800) 344-9077

Accredited Marine Surveyors Serving Northern California:

Campbell's Marine Survey (707) 542-8812

Richard T. Christopher (415) 368-8711

Stuart Clark (707) 538-1217

Milton C. Lane (916) 372-0833 Jack Mackinnon (415) 276-4351

Sherburne & Associates, S.A. (800) 882-7124

John Sutherland, S.A. (209) 723-3697

R.J. Whitfield & Assoc. (800) 344-1838



IN THE WORLD, THE

SAN JUAN & CANADIAN GULF ISLANDS

CHECK WITH US FOR HASSLE-FREE AFFORDABLE CHARTERS

SKYLINE YACHT CHARTERS

FLOUNDER BAY

ANACORTES, WA 98221

(206) 293-5134

FAX 206-293-9458

YACHT INSURANCE

SAIL AND POWER

Mexico Cruising To TransPac Racing Serving Sailors From All Over Northern California Since 1970.

Call Bob Berry For Competitive Rates And Complete Coverage.



MARKS-CLARK

Insurance Associates, Inc. 500 Seabright Avenue. #D Santa Cruz, CA 95062 (408) 458-9833

CHARTERS - Sail & Power Vessels

Start your vacation in the Gulf Islands.

Located near Victoria International Airport and ferry terminals. Family owned and operated since 1980. For details and reservations

contact Fran at:

GULF ISLANDS CRUISING SCHOOL LTD.

P.O. Box 2532S Sidney, B.C. V8L 4B9

Phone: (604) 656-2628

SAN JUAN SAILING CHARTERS



28-ft to 40-ft
Quality Sailboats.
Come Sail With Us!
Six day Learn & Cruises;
Charter certification
also available.

ASA certified

CALL 1-800-677-SAIL

#1 Saualicum Harbor Esplanade, Bellingham, WA 98225



Yacht Charters

.. where the natives are friendly

Simply America's Finest Yacht Charter Company

(Also The Most Experienced • Since 1947)

P.O. Box 129, 1905 Skyline Way, Anacortes, WA 98221 (206) 293-9533

In Washington: 1-800-562-2686 • Nat'l No. 1-800-426-2313

SAIL THE SAN JUANS, CANADIAN GULF ISLANDS from Bellingham in clean, well equipped yachts. Bareboat sailfleet includes Hunter 30-37.5, Sceptre 41 pilothouse. Friendly, personal service. Conveniently located near international airport, freeway. Only 8 miles to beautiful island anchorages.



BELLHAVEN CHARTERS

#9 Squalicum Mall, Bellingham, WA 98225

1-800-542-8812 (206) 733-6636

Fax (206) 647-9664



IDEAL LOCATION

If you plan to cruise DESOLATION SOUND or PRINCESS LOUISA INLET just compare our location to that of yachts based in Seattle, Anacortes, Victoria or Vancouver. With us you start your charter only one days sail from Desolation Sound or Jervis Inlet leading to Princess Louisa Inlet. DESOLATION SOUND is very unique with the mountains rising directly out of the sea to heights of 7000 ft.

PRINCESS LOUISA IN-LET has a tranquility that stretches from the smooth surface of the reflecting water straight up into infinity. Our Marina is 4 hours by road and ferry from

by road and ferry from Vancouver or 30 minutes by air.

CHARTER YACHTS

Charter Rates (6 days 6 nights). Discounts up to 20% for longer.

		Delote anily 1	r Julii July 7
		After August 24	To August 24
Sailing Yachts			
Catalina 27	O.B.	\$US434	\$US611
Catalina 27	Dsl	\$US530	\$US712
C&C 27	Dsl	\$US670	\$U\$836
Martin 29	Dsl	\$US712	\$US889
C&C 29	Dsl	\$US755	\$US1029
Bayfield 32	Dsl	\$US846	\$US1114
C&C 32, Aloha 32	Dsl	\$U\$943	\$US1205
Nonsuch 30, Jeanneau 32	Dsl	\$US1066	\$US1296
Mirage 33, C&C 33	Dsl	\$US1152	\$US1425
C&C 35	Dsl	\$US1248	\$US1602
Elite 364	Dsl	\$US1425	\$US1779
C&C 40	Dsl	\$US1602	\$US2046
Beneteau 38	Dsl	\$US1693	\$US2138
Diesei Cruisers			
CHB 34	Dsl	\$US1425	\$US1870
Cortes 37, Albin 36, Univ. 36	Dsl	\$US1602	\$US2014
Fast Cruisers			
Commander 26	1.0.	\$US1029	\$US1248
Fairline 32	1.0.	\$US1398	\$US1746

May, June and September are beautiful sailing months, so take advantage of our very low early and late season rates.

GREAT FACILITIES There are grocery stores, a deli and liquor store within two blocks of your yacht and there is unlimited free parking right at our Marina.

PERSONAL SERVICES You are important to us. To get you off to a great start we will: pick you up at the Comox or Courtenay Airport, Train or Bus Depot; check you out thoroughly on your yacht; and brief you on your selected cruising area.

CRUISE N' COURSE from US554. Our Cruise N' Courses are fully

CRUISE N' COURSE from US554. Our Cruise N' Courses are fully provisioned live-aboard courses designed to teach you to bareboat charter one of our yachts while enjoying a cruise to magnificent Desolation Sound

Prices listed are in US dollars and may vary due to Canadian/ American currency exchange rates. Conversion to Canadian dollars is made at the Canadian Bank currency exchange rate current on the day the payment is received.

Desolation Sound Yacht Charters Ltd.

201, 1797 Comox Avenue Comox, British Columbia, Canada, V9N 4A1 (604) 339-7222 (604) 339-4914

FAX (604) 339-2217



PROPER YACHTS

Box 70 / Cruz Bay St. John, USVI 00830

Experience the beauty and romance of the Virgin Islands sailing aboard a **Hinckley Yacht**.

For reservations or to check availability:
Call us at 809/776-6256 • Fax 809/776-7406

Reservation Office Hours:
8:30 am to 5 pm
(Atlantic Standard Time)

SAIL SAN DIEGO

Beautiful Weather, Sunny Skies, Gentle Breezes. Sail and Power 24' to 43'. Sail to Mexican Islands, Catalina, or in Our 13 Mile Bay.

800-456-0222



Located in Marina Cortez 1880 HARBOR ISLAND DRIVE SAN DIEGO, CA 92101

CHARTER BY THE DAY-WEEK-MONTH, ASK ABOUT OUR QUALIFY TO CHARTER PROGRAM



marina Palmira is located in a unique waterfront setting. The master plan of this bayside retreat offers you the best of the "La Paz-Marina Style" in a new and fast-growing residential and boating community.

MARINA SERVICES

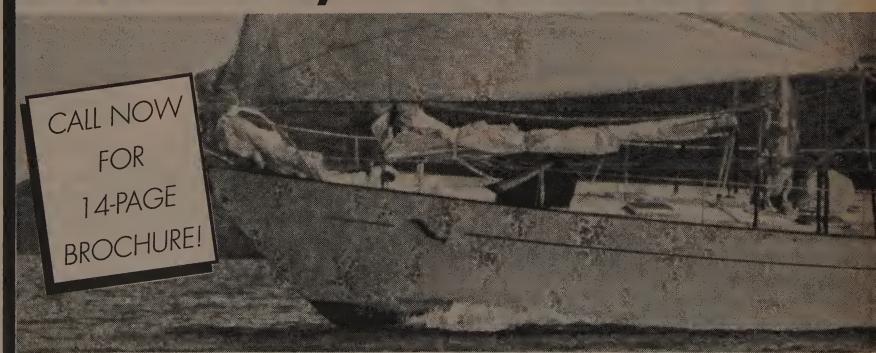
Electricity, 30-50 Amps, Water, Security, Fax, VHF, Public Telephone, Laundry, Showers, Ice, Sodas, Concrete Launch Ramp, Diesel Fuel, Parking, Dry Storage, Anchorage, Repairs, Maintenance, Restaurant and Bar, all Legal Documents with Mexican Officials.

FOR MORE INFORMATION OR RESERVATIONS, CALL OR WRITE TO:

CLUB DE YATES PALMIRA, S.A. DE C.V.

KM 2.5 CARRETERA PICHILINGUE LA PAZ, BAJA CALIFORNIA SUR, MEXICO TEL: (682) 539-59 FAX 562-42 APARTADO POSTAL 34

WITH BIG O, YOU DON'T HAVE TO BE



Just \$6,450/week for six guests. Includes captain, gourmet cook, stewardess, three separate staterooms, three heads, 126 superb meals, most alcohol and the usual charter toys. Our most popular run is Antigua, St. Barts, St. Martin to Anguilla. Also available in Virgins and Grenadines.



Hinckley Charters

Maine Coast

PATRICIA TIERNEY LORRAINE HITCHCOCK

Bass Harbor Marine Bass Harbor, Maine 04653 207/244-5008

Now the coast of Maine is no farther away than your mailbox.

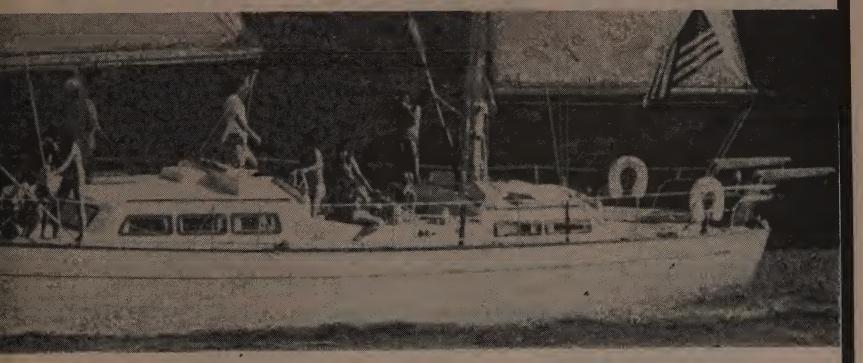
Write for your free issue of Maine Boats & Harbors, the bi-monthly magazine devoted to the best cruising ground the east coast has to offer — the Gulf of Maine.

No cost. No obligation.

P.O. Box 758, Camden, Maine 04843 (207) 236-8622; FAX (207) 236-6018



RE TO CHA



Booked solid thru January 12. Make late January, February, March and April reservations now. Ideal for two families, three couples, or a group of salty dogs!

Latitude 38 Adventure Charters 383-8200



RACE A WINNER! CHARTER THE SANTA CRUZ-50 Ralphie

Date:	Race	Miles:	Fee:
Nov. 9	Long Beach		
Feb	Puerta Vallarta	. 1,100	\$10,000
	MEXORC		
March	Newport to Cabo San Lucas	900	\$10,000
June	LBYC Race Wk (SC 50 Class Racing)	.Local	\$ 5,000
	TRANSPAC		
	Oakland to Catalina (Great Funt)		

Ralphie is the finest Santa Cruz 50 on the market. She's won a trophy in every major race entered since being totally refitted in 1989 and is now available for all offshore races as a bareboat charter. Fully equipped including 27 bags, Sat Nav, Loran, SSB, Ham, Datamarine Chartlink Navigation system, refrigeration, Hercules 360 Instruments with Mast Readouts, B&G with computer interface capabilities, polars, etc. New state-of-the-art elliptical rudder and much more. We have a crew available to deliver and clean her up after the race.

PERFORMANCE CHARTERS HAWAII
INFO? Call Bill Boyd 213/434-7723 or 714/883-1717



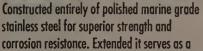
That's right, win, place or show while chartering from us and earn a 50% rebate on the bare boat charter fee. This is the best way I can think of to be your partner in the race without being with you on the race course. So... If you're confident in your crew and inclined to "Go for the Gold"

CALL LANI SPUND OR JUNE LUNDSTROM FOR COMPLETE DETAILS

SOUTH: 818/353-6689 - NORTH: 408/354-8515

FOOLPROOF MARINE - 16197 Maya Way, Los Gatos, CA 95032





1

swimming ladder as well as for dockside and dinghy boording. It folds twice to become o compoct unit which secures to lifelines or stows in the lozarette. An innovotive locking system ossures strength and sofety.

METAL DESIGN INCORPORATED

RD 2, Box 142, Stonington, CT 06378 LOCAL (203) 535-1355 CONN. (800) 552-1355 NATIONWIDE (800) 535-1355

Manufacturers of quality custom stainless steel Marine Hardware



Go GREECE — and the Mediterranean

with

GPSC CHARTERS, LTD. — the largest U.S. retail charter company for Europe



For: • Bareboat Charters

- Crewed Yacht Charters
- Custom Flotillas for your club
- Scheduled Monthly Flotillas
- Air and Land Arrangements

© 1989 Greek National Tourist Organization New York, Chicago, Los Angeles

For the most complete information package and charter arrangements, please contact:

GPSC Charters, Ltd.
600 R St. Andrews Road, Phila., PA 19118
Tel: 215-247-3903 Tlx: 5101009781 GPSC CHTR PA and 1-800-S-E-A-'N-S-U-N or 1-800-732-6786
Fax: 215-247-1505

Available:
GPSC Complete Charter Guide
GPSC video on yachting in Greece

SPECIAL Bég CHARTERS

ZUNIQUE! X

1. MARTINIQUE — GRENADINES — VENEZUELA 300 miles in 10 days • February 27 to March 9

2. ANTIGUA TO THE PANAMA CANAL

1200 miles of broadreaching plus the canal transit • May 6 to May 16

These unique open ocean charters will be co-hosted by

The 'World Wanderer' & 'World Wanderette' as featured in Latitude 38

Limited Space
 For Further Information Call:

Latitude 38 Adventure Charters

P.O. Box 1678 • Sausalito, CA 94966 • (415) 383-8200

THE RACING

With reports this month on the Match Racing World Championship and the International Youth Match Racing Championship, both held in Auckland; nine midwinter races; and the usual glut of race notes.

World Match Racing Championship

Peter Gilmour and his team of Australians bested an elite fleet of international sailors in the Mazda World Championship of Match Race Sailing held in Auckland, NZ, on November 26 through December 2. Gilmour's crew beat a Kiwi team led by former U.S. gold medalist Rod Davis in the best of three race finals by winning two straight. Meanwhile, San Diego's Peter Isler (with

San Diego's Peter 'Pedro' Isler, the top ranked U.S. match racer, recently came in third at the World Match Racing Championship.

tactician Dave Perry and crew Moose McClintock, Bob Wylie, Steve Grillon and Alan Smith) beat Eddie Warden Owen of the United Kingdom to take third place for the second year in a row. The two top ranked skippers in the World — Chris Dickson ('88 and '89 world champion) and Russell Coutts, both of New Zealand — failed to qualify for the semi-finals, finishing sixth and fifth respectively.

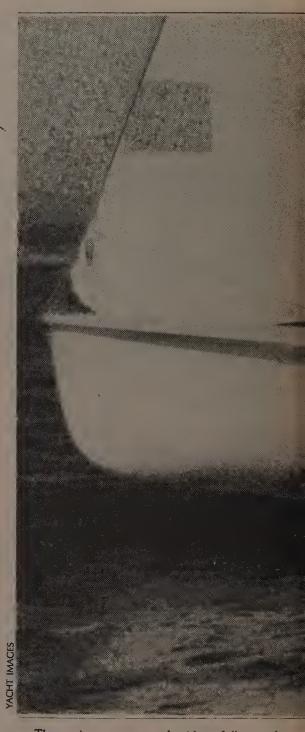
The Royal New Zealand Yacht Squadron hosted the series, which enjoyed excellent weather for sailing (12-25 knot southwesterlies). The ten invited teams — only seventh ranked Paul Cayard of Italy was missing — sailed in brand new identical Farr MRX 34-footers. The races were short — under an hour in length — and featured onthe-water umpiring, now a standard feature on the World Match Racing circuit.

Five of the teams represented America's Cup challenges (Gilmour with Spirit of Australia; Davis and Coutts with New Zealand Challenge; Dickson and Namba with Nippon



Morgan Larson, arguably the best young sailor in the country, almost won the International Youth Match Racing Championship.

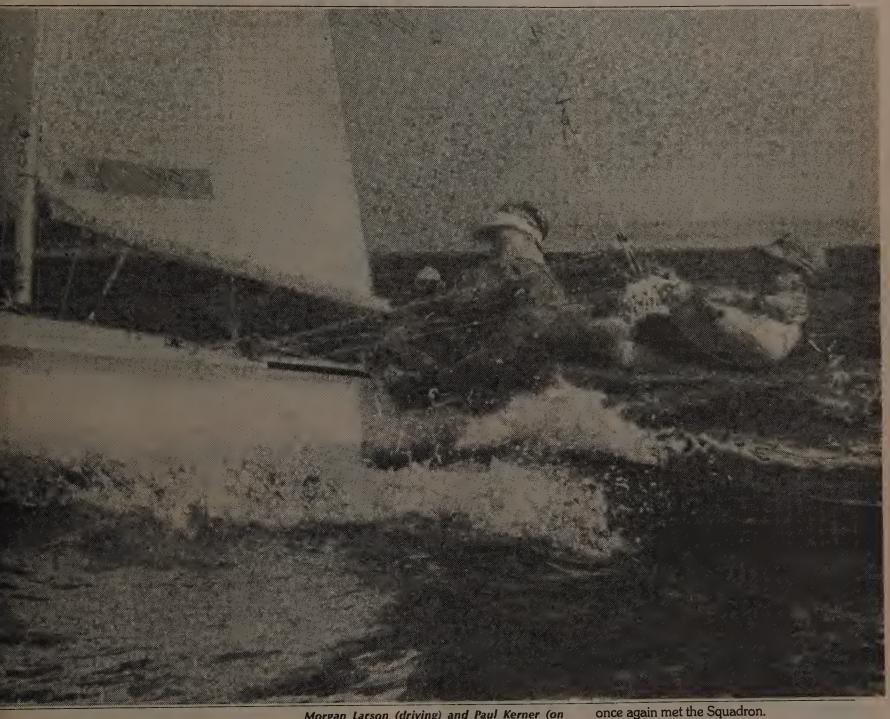
Challenge) while two other skippers are aiming at the '92 Olympics in the Soling class (Thierry Peponnet of France and Jochen Schumann of Germany). For the first time, the Soling Olympics will use a match racing final series to decide the top six places.



The series commenced with a full round robin covering three days. Davis and Isler led the fleet with 8-1 records, followed by Gilmour and Warden Owen with 6-3 apiece. In the semis, Davis handed Warden Owen two straight defeats, while Gilmour and Isler's team battled down to the third and final race. At the final mark, Gilmour led by three boatlengths. But with superior boat speed, Isler pulled backed for a photo finish — so close, in fact, that the live television broadcast announced the Americans as winners, but seconds later the race committee gave the race to Gilmour by a margin of two seconds!

Mazda Motor Corporation has made a multi-year sponsorship commitment to the World Match Racing conference, agreeing to sponsor the next two World Championships (Bermuda in 1991; Long Beach in 1992).

— courtesy isler sailing international



ROUND ROBIN: 1) (tie) Rod Davis (NZ) and Peter Isler (USA), 8-1; 3) (tie) Peter Gilmour (AUS) and Eddie Warden Owen (UK), 6-3; 5) Russell Coutts (NZ), 5-4; 6) Chris Dickson (NZ/JAP), 4-5; 7) Thierry Peponnet (USA), 3-6; 8) Ross MacDonald (CAN), 3-6; 9) Makoto Namba (JAP), 2-7; 10) Jochen Schumann (GER), 0-9.

SEMI-FINALS: Davis d. Warden-Owen, 2-0; Gilmour d. Isler, 2-1.

FINALS: Gilmour (1) d. Davis (2), 2-0; Isler (3) d. Warden-Owen (4), 2-0.

Youth Team in Kiwiland

The St. Francis junior sailing trio of Morgan Larson, Forrest Fennell and Josh Hardesty — accompanied by coach Patrick Andreasen — recently attended the NutraSweet International Youth Match Racing Championship in Auckland, NZ. The Royal NZ Yacht Squadron hosted the event

Morgan Larson (driving) and Paul Kerner (on the wire) recently announced their Olympic 470 campaign. See 'Race Notes'.

on November 19-23, providing ten identical Elliot 5.9s (which look and act like overcanvassed Holder 20s). NutraSweet and Lidgard Sails were the sponsors and they made sure we had new sails on the boats and a cold Diet Pepsi (with NutraSweet) in our hands.

Ten teams representing New Zealand, England, Japan, Australia and the U.S. competed. We finished a strong second to the Royal NZ Yacht Squadron Team, just as we did in the qualifying series, Balboa YC's Governors Cup. In the round robin series, our record was 8-1 with a loss to the Squadron. In the best two of three semi-finals, we rolled over Queen Charlotte YC (New Zealand) two straight to advance to the finals where we

The day of the finals was a great one for racing, as winds hovered in the 8-12 knot range. The Squadron boat fouled us at the start, incurring a mandatory 360°. Our team capitalized on the shifts and took the first race by 1:36. We had an even start for the second race and led at the top mark by three lengths, only to be assigned a penalty turn on the run regarding passing an obstruction. Due to the proximity of the other boat and the leeward mark, we were unable to do the turn on the run and were subsequently blackflagged (DNFed).

At the start of the last, winner-take-all, race, the Squadron boat — apparently aware of their weakness on the line — failed to engage, choosing instead to hide among the spectator fleet. The start ended up even, and after the lead changed several times upwind, we rounded second. A gybing duel ensued on

THE RACING

the run, but we were still second at the leeward mark. We immediately attacked on the next beat, entering into a 28-tack tacking duel. The Squadron, however, covered well and held on to first until the downwind finish.

Our team and the Squadron were clearly the best two teams in terms of boat speed, handling, tactics and starts. The opportunity to compete — and to do so well — in this truly international event should give this trio the confidence to move forward with their individual campaigns. Next year, watch for Morgan (with crew Paul Kerner) to gear up his Olympic 470 campaign; Forrest will be keying on the Youth Championships; and Josh will go after the Sears Cup.

— patrick andreasen

Race Notes

Gold rush: Capitola's Morgan Larson and crew Paul "PK" Kerner of San Rafael are gunning for the 470 gold medal at the 1992 Olympics in Barcelona. They've been practicing hard in their old (1980) Vanguard 470, and are planning on buying a new boat in the spring. "If we can raise the funds, we'll train in Europe this summer," says PK, a recent Berkeley grad and standout collegiate sailor. We'll be interviewing Morgan in the near future; in the meantime, if you wish to support their "Gold Quest '92" Olympic campaign, tax deductible donations may be made through the SF Bay Sailing Association.

Other Bay Area Olympic aspirants that we're aware of include Ted Huang (sailboard), Trevor Gleadhill and Dave Shelton (Finns), the Sih Brothers (470) and Stanford's Allison Rowe and Rebecca Harris (Europe Dinghies).

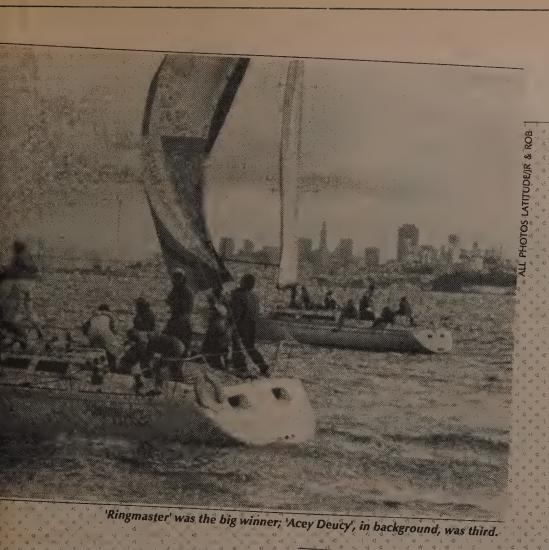
Stop press! South African John Martin knocked two days off Titouan Lamazou's 1986 record in the second leg of the BOC Challenge, bringing Allied Bank into Sydney 26 days and 6 hours out of Cape Town. Martin took the lead three days into the 7,000 mile race and never relinquished it — despite having to hand steer the last week after seven of his eight autopilots failed. A pair of Frenchman were scheduled to finish next — Alain Gautier (Generali Concorde) and Christophe Auguin (Groupe Sceta). Against the odds, all 21 boats in the fleet are intact and will probably finish this grueling leg through the Southern Ocean. Details next month.

Give 'til it hurts: the latest edition of American Sailor lists the 65 members to date of the President's Club, an elite group of sailors who've signed a five-year commitment to pay dues of \$1,000 a year to USYRU. Bay Area benefactors of our sport are **Dave**



Allen, Irv Loube, Des McCallum, Randy Short and, posthumously, Tom Blackaller. A lot of other familiar names are on the list: Pete Boyce, Malin Burnham, Roy Disney, Ed McDowell, Cy Gillette, Jim Kilroy, Gary Jobson, Ted Hood, Buddy Melges, Ted Turner and others. If these guys can pony up a grand a year, the least the rest of us can do—if you haven't already—is join USYRU for \$35 a year.

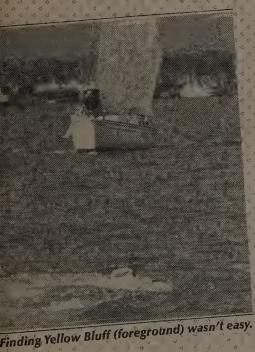
Fun with numbers: According to the Offshore Racing Council (ORC), IOR rating certificates have declined worldwide as follows: 1986 (7,649 certificates), 1987 (7,021), 1988 (6,051), 1989 (5,357) and 1990 (4,888). Meanwhile, on the other side of the equation, IMS certificates have increased as follows: 1987 (1,172 certificates), 1988 (1,634), 1989 (2,381) and 1990 (3,565). In the U.S. and Canada (which were

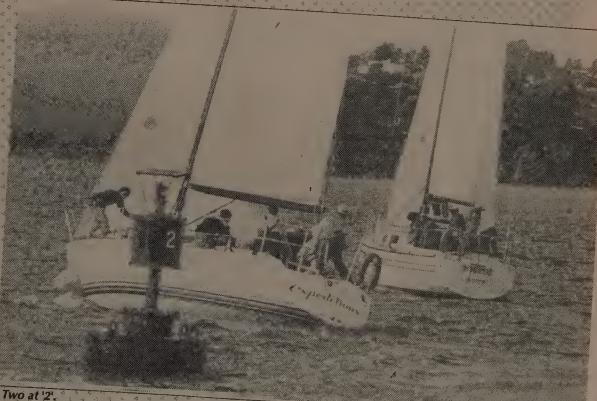




SHEET

IDES OF DECEMBER: SFYC MIDWINTERS





lumped together in the analysis), IOR certificates nosedived as follows: 1986 (1,478), 1987 (1,210), 1988 (952), 1989 (729) and 1990 (505). Corresponding IMS certificates have shown the following relatively slight increase: 1987 (1,060), 1988 (1,161), 1989 (1,307) and 1990 (1,351). Long live IOR!

Get involved: The annual YRA seminar on "Protest Management" will be held at Encinal YC from 9-4 on Saturday and 9:30-12 on Sunday, February 2-3. Roger Eldridge and Bob Thalman, chairman and member, respectively, of the YRA Appeals Committee, are in charge. There is a \$25 fee to cover the cost of materials and lunch on Saturday. "This is appropriate for those with little experience in protest committee work, as well as for veterans wishing to sharpen their skills," claimed Thalman. Call Lauren at the YRA

office (771-9500) for entry forms.

Lobster tales: the Red Lobster Regatta, which bills itself as the largest regatta in the country, was held on Lake Munroe in Sanford, Florida, on December 1-2. A record 578 boats participated, with over 2,000 sailors from 24 states competing in 46 divisions on six race courses. In the celebrity divisions, Jim Brady bested Larry Klein in the Hunter 23 class, while Carlton Tucker took the Hobie 21

THE RACING

title.

A dramatic rescue occurred in the last race of the Lobster Regatta when a half-dozen sailors saved the life of a Lightning sailor who, according to a completely lame press release, became "tangled in steel cable lines" during a "tactical maneuver" on his "Lightning monohull". The boat "listed heavily and was blown over", taking the unfortunate sailor with it. He was eventually freed and taken, quite unconscious, to the hospital, where he spent the next five days before being released...

Moving right along, 30 boats are currently signed up for the 1991 Marina del Rey to Puerto Vallarta Race on February 1. According to Del Rey YC spokeswoman Peggy Redler, as many as 14 ULDB 70 sleds will go (it kicks off their 1991 season), 3 Mac 65s, 6 'Fabulous Fifties' and a smorgasbord of custom boats. Northern California boats entered in the 1,125 mile biennial event include Sy Kleinman's Swiftsure, Lu Taylor's Racy II, Loren Marovelli's Pretorien 35 Marvel and John Williamson's Centurion 47

Pericus. "The new post-race accommodations at Marina Vallarta are first class," promises Redler. "This is shaping up to be a really great race!"

Surfs up! Santa Cruz and Santa Barbara Yacht Clubs recently announced that the Santa Cruz to Santa Barbara Race, a 235-miler that was successfully revived last year, will once again be held on Memorial Day Weekend, which begins on Friday, May 24. There are at least four classes (PHRF, MORA, and 'cruising', with and without spinnakers). Last year, the race attracted 31 entries; this year, given the new emphasis on attracting cruisers, the race committee expects many more. Call Bob White at (408) 476-3009 (w) or (408) 688-7694 (h) for more details.

"It's the best racing in the world today," claims John Bertrand of the **50-Foot World Cup Circuit**, which kicks off its 1991 World Tour at Key West on January 12-16. Fifteen

boats are expected to compete in Florida, including 1990 winner Abracadabra, now owned by the Italian II Moro di Venezia America's Cup syndicate and steered by Paul Cayard. New boats debuting at Key West include a pair of Farr designs (Juno from England and the John Kolius-driven Mandrake from Italy), a Philippe Briand design (Capricorno from Italy) and the new Champosa, a Reichel/Pugh boat for Japan's Mark Monta.

At stake in the next few months is the American Admiral's Cup 50-footer berth, which will be selected based on the Key West regatta, the Miami regatta (March 13-17) and a middle-distance race to be held after the Miami event. The top American 50-footer will join Irv Loube's new Farr 45 Bravura and an as-yet unnamed Farr 40 owned by New Jersey's Dave Clarke to create one of the most potent Admiral's Cup teams fielded by the U.S. in years.

MIDWINTER RACE RESULTS

Morrison, 2) Slow Dancer, San Juan 24, Dennis

BYC/MYCO Midwinters

The second weekend of the Berkeley and Metropolitan YC's midwinter series on Berkeley Circle went off smoothly on December 8-9. After the normal post-ponement on Saturday (the starts are scheduled for 11 a.m., about an hour before the wind usually arrives), the fleet sailed a short 4.8 mile triangle with little upwind work. Sunday's race, however, was the best yet in this weekend series, as a shiftly 10 knot northerly provided an accurate test of speed and tactics.

When asked for a little 'color' on the weekend, race chairman Kirt Brooks mentioned, "Tell everyone who sails by the boat yelling 'Change the course!' after the first start goes off, to forget it. Can you imagine the mayhem if we used multiple criss-crossing courses?"

SATURDAY, 12/8:

DIV. A (0-153 PHRF) — 1) Mr. McGregor, Wylle Wabbit, Kim Desenberg; 2) Outrageous 1, Olson 911S, Thayer/Jones; 3) Absolute 88, Wylle 37, Keith MacBeth. (12 boats)

DIV. B (156) — 1) Anna Banana, Moore 24, Joe Durret; 2) Zotl, Choate 27, Bob Hrubes; 3). Speedster, Moore 24, Jim Samuels. (12 boats)

DIV. C (159-195) — 1) Pocket Rocket, Muli 22, Steve Burr; 2) Plaid Pad, Tartan 30, Tim Stapleton; 3) Cannonball, Hawkfarm, Paul Mueller. (10 boats) DIV. D (198-up) — 1) Jubilee, Ariel, Don

Beculoy: 3) Toots, Thunderbird, Curtis King. (10 boats)

OLSON 30 — 1) White Knuckles, Daniel

Benjamin; 2) Saint Anne, Dick Heckman; 3) Think Fasti, Albert Holt. (12 boats)

NEWPORT 30 — 1) Topgallant, Frank Hinman;

NEWPORT 30 — 1) Topgallant, Frank Hinman; 2) Mintaka, Gerry Brown; 3) Hot Chocolate, Don Oliver. (8 boats)

J/29 — 1) J Spot, Tem Fancher, 2) Advantage II, Pat Benedict. (5 boats)

EXPRESS 27 — 1) Moonlight, Franklin/ Schumacher; 2) Summer Palace, Davant/Wilson; 3) Saity Hotel, Mark Halman; 4) Zesty, Seitf/Jester; 5) Locomotion, Amen/McRoble/Radcliff, (19 boats)

SC 27 — 1) Good Timin*, Dave Wilson; 2) Mystery Eagle, Roger Sturgeon, (5 boats)

CAL 2-27 — 1) Blank, Steve Seal, 2) Zephyr, Bruce Nesbit. (4 boats)

MERIT 25 — 1) Chesapeake, Jim Fair; 2) Xanadu, Bill Glass, (4 poats)

J/24 — 1) Pobody's Nerfect, Moeller/Young; 2) Sweeney Todd, David Menis; 3) How Rude, Hodges/Walecka: 4) Crackerjack, Steve Highbarger; 5) J-Walker, Hazzal/Perkins. (20 boats)

SANTANA 22 — 1) Knuckles, Lou Bouc; 2) Juans, Mike Wilson; 3) Just Kldding, Ame Jonsson. (8 boats)

CAL 20 — 1) Upper Bound, Peter Fowler; 2) Andalusia, Richard Taylor, (5 boats)

SUNDAY, 12/9:

DIV. I (0-153 PHRF) - 1) Wavetrain, Oison

911S, Rick Caskey; 2) Special Edition, Wilderness 30, Sultan/Hodges; 3) Blue Max, Dehler 34, Jim Freeland. (10 poats)

DIV II (156-168) — 1) Speedster, Moore 24, Jim Samuele; 2) Chesapeake, Merit 25, Jim Fair; 3) Magic Jammies, Wavelength 24, Witcher/Hart. (8 boats)

DIV. III (171-198) — 1) Antares, Islander 30 Mk II, Larry Telford; 2) Snow Goose, Santana 30, Ted Mattson; 3) Con Carino, Cal 2-27, Gary Albright; 4) Wind Dance, Cal 2-27, Fred Soltero; 5) Temptation, Cal 2-27, Rollye Wiskerson, (19 boats)

DIV. IV (198-up) — 1) Naressia, Coronado 25, Bobbi Tosse; 2) Thumper, Wilderness 21, Erich Bauer; 3) Doppelganger, Santana 22, Bill Vanderslice, (6 boats)

OLSON 30 — 1) Think Fast!, Albert Holt; 2) White Knuckles, Daniel Benjamin; 3) Bottom Line, Eric Grey. (6 boats)

OLSON 25 — 1) No Slack, Bill Thurman; 2) Pearl, Bill Riley; 3) E-Ticket, Spooge Syndicate, (11, boots)

J/24 — 1) JPJ, Pete Crystal; 2) Sunset Strait, Kathleen Jones. (4 boats)

WABBIT — 1) Kwazy, Colin Moore; 2) Windblown Hare, Steve Bates; 3) Mr. McGregor, Kim Desemberg. (6 boats)

Golden Gate YC Midwinters

The crisp winter air was charged with excitement on Saturday morning, December 1, as thousands of spectators crowded the Cityfront, eagerly awaiting the second race of

National news: the Islander Bahama 24
Nationals scheduled for December 8 were postponed again. "We decided December was too funky a time to hold a national championship," said IB 24 spokesman Dan Bjork. "We hope to run our nationals this spring in conjunction with one or two other 'plastic classic' groups doing the same thing." Interested classes should contact Bjork at 587-3653 to set something up.

Oooops! In addition to the atrocious quality of the pictures in last month's 30-person 'rogues gallery' of ODCA winners, we passed on some bad information. Third place in the Ranger 23 fleet actually went to Dan Richardi's tricked-to-the-max **Royal Flush**. Richardi sails for the Sausalito YC, as do R-23 winner Don Wieneke (*Twisted*) and runner-up Gary Kneeland (*Impossible*).

Up and coming: Richmond YC junior sailor **Rebecca Harris** was recently named the recipient of the SF Bay Sailing



Ever notice how one design fleets seem to gravitate towards certain yacht clubs? Sausalito YC is 'flush' with Ranger 23s.

Association's **Scott Harris Memorial Trophy.** The trophy, awarded annually to the "most worthy and dedicated" local sailor

(junior or senior), recognized the 15-year-old Vacaville girl for her dinghy sailing achievements. Past winners of the prestigious Harris Trophy (no relation to Rebecca) include Morgan Larson, Pam Poletti, the Sih brothers, John Kostecki and John Bertrand.

The need for speed? Russell Long's Longshot, the Greg Ketterman-designed hydrofoil trimaran that set the sailboat world speed record (37.14 knots) in mid-October, is the prototype for a production boat that may be on the market next year. Ketterman is working with Japan's Yamaha Motor Corporation on a more 'user-friendly' version of Long's radical craft. By the way, check out the latest issue of Popular Science — Long's record setting trifoiler is the cover story!

No bull: **Matador II**, Bill Koch's 85-foot breakthrough maxi boat, recently won the **1990 Maxi World Championship** by virtue of a second place finish at the St. Thomas Regatta on December 2-8. Koch, whose big bucks America 3 America's Cup campaign is currently ranked number one among the defenders by Yachting magazine,

MIDWINTER RACE RESULTS

Golden Gate YC's Manny Fagundes Seaweed Soup Perpetual Trophy series. The Goodyear blimp circled overhead; ESPN cameramen were stationed at every mark; and limos, many containing Japanese millionaires eager to buy the winning yachts at premium prices, were lined up as far away as Crisso Field.

Of course, none of the foregoing is true—but what else can you say when a 5.8 knot ebb and virtually no wind robs five of the six classes from even starting the race? The only group that did start—the huge IMS class—took two hours to struggle around a 3.4 mile windward/leeward course. A make-up race will be sailed on March 2.

IMS — 1) Current Affair, J/35, Howie Marion;
2) Blade Runner, R/P 47, Bill Twist; 3) Bondi
Tram, Frers 41, Scott Easom; 4) Jazz, Beneteau
One Ton, Red & Malcolm Park; 5) Phantom, J/44,
Jack Clapper; 6) Leading Lady, Peterson 40, Bob
Klein; 7) Rediine, J/35, Bill Fawns/Don Trask; 8)
Absolute 88, Wylie 37, Keith MacBeth; 9)
Equanimity, J/35, Randy Paul; 10) Irrational,
Peterson 41, Dan Donovan (26 boats)

Jack Frost Midwinters

Results of Encinal YC's frigid midwinter race on December 15 follow. If you were paying attention, you've already checked out our four page photo essay on the Jack Frost series on pages 92-25.

CLASS A — 1) First Class, Express 37. Bill Stauch/Chris Corlett, 2) Bloom County, Mancebo 31, Carl & Mark Ondry; 3) Surefire, Fress 36, Matt & Jon Carter. (9 boats)

CLASS B — 1) Harp, Catalina 38, Mike Mannix; 2) Aquila, Newport 41, Richard Whiteside; 3) Esprit Victorieux, Beneteau 305, Joseph Milano. (9 boats)

CLASS 6 — 1) Screamer, Capo 30, Dick Horn; 2) Rude Dog, Olson 911S, Rodney Kidd, 3) Chesapeake Merit 25, Jim Fair (10 boats)

CLASS D — 1) Intreplid Fox, Gal 3-34, Ken-Richards; 2) Leld Too, Tartan 30, Emile Carles; 3) Freewind, Cal 9.2, Don Lessley. (5 boats)

CATALINA 30 — 1) Outrageous, Ken Speer, 2) Fat Cat, Seth Bailey. (4 boats)

CLASS F — 1) Lyric, Thunderbird, James Newport; 2) Toots, Thunderbird, Curtis King; 3) Just Kidding, Santana 22, Ame Jonsson. (10 boats)

CATALINA 34 (non-spin.) — 1) Wind Dragon, Dave Davis; 2) Goolara, John Billmeyer; 3) Wianno, John Sullivan. (7 boats)

CLASS H (non-spin.) — 1) Enchanted, Islander Bahama 30, Walt Vance; 2) Sea Saw, Cal 20, Steve Wonner; 3) Shazam!, Santana 22, Bud Sandkulla. (7 boats)

Lake Merritt SC Midwinters

The first round of the LMSC Edna Robinson Series was sailed on Oakland's Lake Merritt on Sunday, December 9. Twenty-five dinghies in 6 classes (El Toro, FJ, Holder 12, Sunfish, Millimeter, Snipe) got in two of the three scheduled races in very light winds.

The series is named in honor of Edna Robinson, who along with her husband Howard has performed "Merritt-orious" race committee chores for LMSC, YRA, SBRA, the now-defunct SYRA and the El Toro class.

EL TORO — 1) (tie) Walt Andrew and Jack Rankin; 2) (tie) Peter Blasberg and Ron Locks. (10 boats)

FJ — 1) Joe Doering; 2) Larry Weatherly. (3 boats)

HOLDER 12 — 1) (tie) Jim Kearney, Del Locke, Robert Sinuhe (4 boats)

SUNFISH — 1) (tie) Bob Cronin and DeWitt Thompson, (5 boats)

Richmond YC Small Boat Midwinters

A whopping 132 boats in 15 classes competed in Richmond YC's first Small Boat Midwinters on Sunday, December 2. Four classes sailed inside the breakwater, while the majority of the fleet raced on the outside course. Four new classes (Stars, F-15s, Millimeters and Tornado catamarans) participated in the series, which was sailed in 6-10 knots of breeze.

Why the dramatic increase in interest in RYC's dinghy series? According to regatta chairman Kim Desenberg, "In the past we've always conflicted with Thanksgiving,

THE RACING

has been second overall three times before in the World Championship with his previous *Matador* (ex-Huaso). The new *Matador* II is, according to *Seahorse*, "The result of the most expensive research and development that ever went into a racing boat... \$12 million would be a fair guess... (She's) sufficiently fast that when the owner steers, it still wins."

The St. Thomas series was a potential diaster, however, as *Matador II*'s gigantic fractional Sparcraft rig tumbled over the side early in the regatta. Apparently, the boom demolished the leeward steering wheel, and the deck and topsides were chewed up in the accident. Fortunately, no one was injured. Amazingly, the press release put out by Koch's America III Foundation heralded *Matador II*'s second place finish at St. Thomas and overall victory — but completely failed to mention the dismasting. So much for believing everything you read.

Results of the St. Thomas regatta were as follows: 1) Longobarda (Farr design/ John Bertrand skipper/ 10.25 points); 2) Matador II

Christmas and the Superbowl. This year, we rescheduled the series to run on the first Sunday of each month, the day after the Golden Gate midwinters. And at \$4 per race day (or \$12 for the four regatta series), it's a bargain at twice the price!"

INNER COURSE

EL TORO JUNIORS — 1) Ken Crawford; 2) Will Paxton; 3) Sean Fabre; 4) Eric Ptirrmann; 5) (tie) Scott Lechner and Skip McCormick; 7) Mark Breen; 8) Paul Saitta; 9) Geoffrey Neill. (16 boats)

EL TORO SENIORS — 1) John O. Walsh; 2) Dennis Silva; 3) Nor Ekcol; 4) (tie) Mark Adams and Fred Paxton; 6) Chris Gasparich; 7) Jack Rankin; 8) Dana Shleids; 9) Jim Gladstone. (19 boats)

SNIPE — 1) Rich Bergsund; 2) Tony Fisher, 3) Ned Niccolls; 4) Packy Davis, (8 boats)

MILLIMETER — 1) Chuck Ellery, 2) Dave luggins. (4 boats)

OUTER COURSE:

LASER — 1) Robert Leach; 2) Math McQueen; 3) John Oldman; 4) (tle) Forrest Fennell and Mike Dias; 6) Patrick Andreasen; 7) George Pedrick; 8) Peter Scasz; 9) Simon Bell. (29 boats)

WABBIT — 1) Colin Moore; 2) Jerry Keefe; 3) Steve Bates, (6 boats)

INTERNATIONAL 14 — 1) Kers Clausen; 2) David Klipfel; 3) Emie Bertram. (6 boats)

SUNFISH - 1) Bob Rutz. (3 boats)

LIGHTNING — 1) Tim Barnes; 2) Rand Arnold. boats)



TORNADO — 1) Paul Bussard/Gene Hyde. (3

INTERNATIONAL CANOE — 1) Del Olsen. (3 boats)

STAR — 1) Doug Smith, 2) Russ Williams, (4 boats)

505 — 1) Bird Syndicate; 2) Rankin/Tilley; 3) (tie) Shelton/Rowe and Watts/Bassanno; 5) Coper/Stewart. (13 boats)

THISTLE - 1) Michael Gillium; 2) Ron Smith; 3)

Kris Vogelsong; 4) Tom Burden. (8 boats)

LASER II — 1) Albright/Selfers; 2) Michele
Logan; 3) Gary Bergero; 4) Hansen/Harris. (9 boats)

San Francisco YC Midwinters

The second and final weekend of San Francisco YC's Fall Series occurred on December 15-16. Saturday's race was a 'pizza/sausage/pizza/sausage' (i.e., double triangle windward leeward) on the Course of

(Matador Design Team/ Bill Koch/ 10.50); 3) Passage (Frers/ Paul Cayard/ 13.5); 4) Vanitas (ex-Il Moro) (Frers/ John Kolius/ 20); 5) Emeraude (Frers/ Dennis Conner/ 23.75); 6) Congere (Pedrick/ Bevin Koeppel/ 28). Final standings in the Maxi World Championship based on 21 races over three regattas (Newport, Miami, St. Thomas): 1) Matador II, 32.25 points; 2) Passage, 36.50; 3) Longobarda, 42.25; 4) Vanitas, 58. The maxis will take a breather for the next few months — the next regatta isn't until June at a to-be-determined locale in Europe.

Youth notes: 1991 national qualifying championships for the 25 spots on the USYRU/Rolex Junior Sailing Team will begin with the U.S. Youth Championship (July 21-28; Milwaukee YC; Laser, Laser II, Mistral sailboard), followed by the Junior Boardsailing Championship (Mass Bay Trophy) at a venue and date to be announced soon. The Sausalito YC will

host the Junior Women's Championship (aka the Leiter Cup) on August 10-15, an event for girls ages 13-18 to be sailed in Laser Radials. The season finale, hosted by Mentor Harbor YC in Cleveland, Ohio, is the Junior Sailing Championships (Sears, Bemis, Smythe) on August 16-24. Vessels for that competition are Thistles (triplehanded), Club Juniors (doublehanded) and Europe Dinghies (singlehanded).

Lost and found: we recently learned that Dean Treadway and his TransPac-winning Farr 36 **Sweet Okole** are living and racing back in Annapolis. Other than Wayne Womack's Peterson 43 *Hipshot Percussion*, which was donated to the Naval Academy a year and a half ago, we aren't aware of any other Bay Area boats that have ended up on Chesapeake Bay. Most of our retired IOR fleet seems to be exiled to the 'elephant graveyard' of Seattle (e.g., Salute, High Noon, Zingara, Wings, Kentucky Woman,

Chimo and others).

Bucks and yucks: next stop for the International 30 class is Key West Race Week, sponsored by Yachting and Audi. At least four 30s will race in the prize-money event on January 16-18: Spot Sport, Ziti, Chattanooga Chew Chew, and Blockbuster Video, a boat from England. Boats that say they might go (but probably won't) include Albatross, Flyer, Sarasota and an as-yet-untried 30 from Seattle. Three boats that are definitely staying put are Team Richmond, Hexcel and Duraflame, all of which are rumored to be for sale.

Many happy returns: At least five Bay Area Folkboat crews are looking forward to attending the Gold Cup, aka the Folkboat World Championship, in Denmark at the end of July. The event will double as a 50th birthday celebration for the venerable 1940 design, of which some 4,000 have been built. The Folks heading for Denmark this summer include '90 season champ Otto Schreier, Sven Svendsen, Ed Welch, Evie Ashcroft and Jerry Langkammerer.

MIDWINTER RACE RESULTS

Hard Knox. Finding Yellow Bluff, the windward mark, proved interesting as a sea swell and raging ebb current conspired to drag that mark under the surface most of the day. At least there was wind, which is more than can be said for Sunday's race, which had to be abandoned.

Free beer, hors d'oeuvres and trophies were dispensed at the SFYC clubhouse after the racing. Class winners of the abbreviated three-race series were Ringmaster, Limelight and Wahope II. Complete series results will be published at a later date.

PHRF I — 1) Ringmaster, Express 37, Leigh Brite; 2) National Biscuit, Schumacher 35, Colin Case; 3) Expeditious, Express 34, Bartz Schneider. (9 boats)

PHRF II — 1) Limelight, J/30, Harry Blake; 2)

Animal Farm, Wylle 28, Rod Phibbs; 3) Boogle
Woogle, Beneteau 35.5, Frank Tomsick. (7 boats)

PHRF II — 1) Wahope II, Newport 30, Walt Wilson; 2) Tackful, Santana 22, Shirley Bates (8 boats; all others DNF)

Santa Cruz YC Midwinters

Midwinter racing in mellow Santa Cruz resumed with two light air races on Saturday, December 15. "The first race was, like, really light and bogus... most non-triumphant," said our laid-back source in Santa Cruz. "The second race was better, dude." When pressed for details, our friend — who's maybe sniffed

a little too much fiberglass resin over the years — couldn't come up with anything. "The mind is the second thing to go," he admitted ruefully.

BACE 1 — 1) Very Cherry, Moore 24, John Siegle; 2) Defiance, SC 40, Unknown; 3) Daisy, SC 40, John Buchanan; 4) Adios, Moore 24, Dave Hodges/Scott Walecka.

RACE 2 — 1) Glant Killer, SC 27, Rob Schuyler, 2) Ciao, SC 27, Cralg French/Morgan Larson; 3) Animal Brotherhood, Olson 30, Akrop/Lezin/Crum/Shorett, 4) Kabala, Olson 30, Tom-Connerly.

Sausalito CC Midwinters

Despite the Thanksgiving holiday weekend, 42 boats in 7 divisions sailed in the Sausalito Cruising Club's second midwinter race on November 24. The faithful were treated to what one Ranger 23 sailor called a "classic dumb midwinter race" from the start at Little Harding, to Knox, Fort Mason, Blackaller Buoy and finish. The wind shifted 180° (from east to west) halfway through the 7.35 mile Bay tour, turning the race into a reaching and running parade.

DIV. 1 — 1) Limelight, J/30, Harry Blake; 2) Hot Flash, J/30, George Kokalls, 3) Potsticker, J/29, Kirk Denebelm/Ron Losch. (9 boats)

DIV. II — 1) Perezoso, Excalibur 26, Denny Sargent; 2) Windfall, Ranger 26, Roy Kinney; 3)

Major Day, Santana 27, Oban Lambie, (7 boats)

DIV. III — 1) Broomhilda, Ericson 35, Sharon Hopkins; 2) Kattepus VI, Cal 27, Lou Haberman (4 boats)

DIV. IV — 1) Galante, Folkboat, Otto Schreier; 2) Shazam!, Santana 22, Bud Sandkulla; 3) Culo Bagnato, Cal 20, Michael Warren. (6 boats)

RANGER 23 — 1) Impossible, Gary Kneeland; 2) Shanghal Lil, Gary Wieneke; 3) Royal Flush, Dan Richardi. (7 boats)

BEAR — 1) Sugarfoot, Paul Zupan; 2) Trigger, Scott Cauchois. (5 boats)

GOLDEN GATE — 1) Fledgling, Michael Bonner; 2) Kuulpo, Chris Craft. (4 boats)

Stockton SC Midwinters

"There's not a lot going on up here in the winter," admitted regatta chairman John Notman. Still, a dozen boats sailed in Stockton Sailing Club's four race, no throwout midwinter series which began back in October and ended recently. "A lot of our more competitive 'ditch' boats — Miss Conduct, Ozone, Hot Licks, Catchit and Knots — are down on the Bay until spring," explained Notman.

5.5 Meters — 1) **Top Gun**, Jim Coddington, 6.5 points; 2) **Chaos**, Jim Warfield, 7.5; 3) **Carlbbean Lights**, Bob Dockter, 15. (5 boats)

PHRF — 1) Shenanigans, Merit 25, Pat Brown, 4.25 points; 2) Quickie, J/24, Jim Hackman, 13.75; 3) Geronimo, Express 27, John Wulff. (7 boats)

CHANGES IN

With reports this month on **budget cruising** around the world; a chilling tale of traversing the **Northwest Passage**; a recipe for **squid-burgers** and other musings on the slimy cephalopods; news from the **Mexico Class of '91** down in **Cabo San Lucas**; part two of a story on cruising the **Pacific Triangle** (Mexico/Hawaii/Canada); reflections on a year in **Mexico**; a glowing description of cruising the **San Blas Islands** (Panama); a belated account of the Master Mariner's fall cruise to **Drakes Bay**; and the usual **cruise notes**.

Theodore R — 35-foot Wood Sloop Fritz Damler & Anna Brinkley World Cruising On The Cheap (Santa Fe, New Mexico)

There aren't a lot of folks cruising wood boats anymore. It's even rarer to find someone like former Menlo Park resident Fritz Damler, who has been cruising a 50-year old wood boat non-stop for the last eight years on a shoestring budget.

The 41-year old Damler got his first taste of sailing back in 1974 when he and another ski instructor convinced the owner of the Morgan 41 Maria that they were qualified to deliver his boat from Fort Lauderdale to Guaymas, Mexico. They weren't really, but they managed to bring the boat around safely anyway.

After putting in eight years as a highly-respected guitar maker in Santa Fe, Damler decided to go travelling. He obtained *Theodore R*, which had been built of pitch pine on oak in Essex, England in 1936, in exchange for the equity in his house. He got



Having worked just three times in the last ten years, Damler knows how to stretch \$1,000.

his cruising chips by selling his guitar making business to his apprentice.

Spending an average of just \$5,000 a

year, Damler has demonstrated that it is possible to cruise an old wood boat on a budget. "The key," he explained, "is to stay away from marinas, restaurants and bars. You also have to give up on fancy electronics, which often cost more to maintain than to purchase." Damler sticks with a depthsounder and a VHF. He only pulls out the sextant every three days on ocean passages until he nears land.

Living frugally has allowed the former guitar maker to pretty much travel as he pleases. "I've only worked three times since I started cruising. Each time I got \$1000 for ten days work. If you're careful, a thousand dollars can take you a long, long way." Damler has augmented his finances by charging crewmembers \$10/day for long passages and by finding "good deals" along the way. While in Turkey, where he teamed up with Anna Brinkley two years ago, he loaded up his boat with kilims. He hopes that selling these hand-made traditional rugs, which are the rage among interior decorating set, will finance his cruising for the next few years.

Damler started his travelling with a year in the Caribbean in '82, spent two years in the South Pacific, New Zealand and Australia, another two years in the Indian Ocean and Africa, a year in Brazil, a couple of years in the eastern Mediterranean, and most recently returned to the Eastern Caribbean. During all this time he was only robbed once, that while off Recife, Brazil. He was sipping beer in sight of his boat when it was burgled. The experience soured him for Brazil. While he was never hit in the Western Med, he reports that there are "thieves everywhere" in that part of the world.

Despite the one unfortunate rip-off, Damler thinks nothing of leaving his boat unattended for a week or two while he travels inland. His strategy has been the same around throughout the world; make his boat appear as though he's still around and don't tell anyone that he's leaving. He feels that the modest appearance of his boat and dinghy have made his possessions less tempting targets. "The most frequent thing stolen is the dinghy. A nice dink with a good outboard is too tempting for a lot of people, so I cruise with a crappy-looking Sabot and a small



outboard. Nobody bothers with it."

During all these years and all these miles, the well-built wood boat with the 10-foot bowsprit has held up well. "I was only in serious trouble once," Damler reports. "I was singlehanding from Mallorca to Sardinia in April, when a mistral came up out of nowhere. I had Force 10 winds behind me for 20 hours, but the really dangerous thing was how quickly the huge seas developed. The seas were no smaller than 10 meters, and my boat surely would have been lost had I broached. I was really lucky that I was headed right for an island and I could duck around the leeward side and slip into a harbor. I've sailed the Tasman Sea and done a lot of sailing around the Cape of Good Hope, but that mistral in the Med was by far the worst I've experienced."

It's been Damler's observation that sailors are wise to be cautious during equinoxes. "My experience is that those are unpredictable times for weather."

Another place that gave Damler trouble was the Great Barrier Reef of Australia. "I didn't realize it at the time, but I was always

LATITUDES



Clark and Michelle, probably still chilled to the bone, cruised where few men or women have gone before.

really uptight around the Great Barrier Reef. The problem is that you always have a lot of wind from aft and you're sailing down on reefs and islands that are hard to see. So you've constantly got to be alert and looking for dangers on the horizon. It wasn't until I was out in the open Indian Ocean that I realized how tense I'd become. The Indian Ocean is great; there's no dangers and hardly any ships, so you just pull out the novels and take life easy."

Fed up with bureaucrats telling you what you can and can't do? Damler has two spots for you: Suvarov Atoll in the South Pacific and the fabled Chagos Archipelago in the Indian Ocean. Everywhere else he's been you have to toe the line to some extent.

Of all the places Damler's been, he rates Africa as the best. He spent 14 enjoyable months in South Africa, where he not only got spectacular deals on boat work because of the devaluation of the rand, but was fascinated by the magnificent wildlife. South

African politics may not be to the liking of many, but it's a rare cruiser who hasn't placed that troubled country at the very top of their list of places they've visited.

Damler also gives high marks to Papua New Guinea ("superb") and Turkey ("still great if you get off the boat and go inland a little"). He likes the Black Sea for future cruising. "It's a whole new world opening up."

Shit, maybe there's more to life than work, shopping malls and television after all.

— latitude 38 12/5/90

ASMA — 42-Foot Aluminum Sloop Clark Stede and Michelle Poncini The Northwest Passage! (Hamburg, Germany)

This Artic summer the 4,500-mile icy seaway between the Atlantic and Pacific Oceans was traversed in 100 days by the 42-ft yacht Asma of Hamburg, Germany. The two-person crew consisted of Clark Stede, a German-born reporter and photographer, and Michelle Poncini of Australia; each became the first of their nationality to survive such a passage. Their trip was a privately-

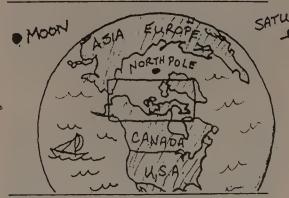
funded expedition to the Artic Circle in order to document the unique Artic wilderness and people who live and work in that lonely region.

Preparations for the voyage were intense and involved research of previous expeditions. Since the 1500s explorers had searched to find a shorter trade route between Europe and India and China. Until Roald Amundsen first made such a passage in 1903-1906, such attempts were either in vain or ill-fated. The Franklin Expedition of 1845 was an example of the latter; its two ships and 120 men were never seen again.

The big problems with any Northwest Passage — it's been done less than 50 times by vessels of any size — include thick pack ice, magnetic disturbances, poor radio reception, fog, gales, and the distinct possibility of having to spend the winter trapped halfway across. Naturally the terrible cold is an adversary as are the abnormally trying conditions for crew compatibility.

ASMA, built to Lloyds' 'ice class' specifications, left Europe in the early summer and after a shakedown that included sailing to Africa and the Azores, first encountered thin ice near Baffin, Canada. After entering Artic Canada through Lancaster Sound, Stede and Poncini reached Resolute, where they became ice bound for 12 days. Being becalmed in the Pacific High, you can imagine, is a picnic by comparison. Finally able to break free, they pushed on another 400 miles to Prince Regent Inlet, where they again became prisoners of the ice. Here they faced a very serious problem, as both new pan ice and that of years previous blocked their path.

"Frequently our yacht was pressed and



Palm trees are few and far between on the Northwest Passage.

lifted by the pack ice," remembers the 40-year old Stede. "In such conditions we could only pray."

CHANGES IN

Once again they were released from the ice, but it was very slow going. "During the next 13 days we logged just 12 miles," recalls Poncini, a tropic-born Sports and Recreation officer. "In the Artic, time becomes a lost commodity as your senses are absorbed by all around you. I'm still wondering where those days all went."

Trying one unsuccessful route after another, sounding uncharted waters, and searching the horizon from the highest nearby hills, the two came to the conclusion that wintering over in the middle of the Northwest Passage had become a very likely possibility. A final attempt to push south resulted in ASMA being trapped even more, as the ice closed in behind them.

"Our situation was dismal as the pack ice stressed the hull and forced us toward the shore," says Stede. "We were prepared for such an outcome, however, and had enough food and clothing to get us through the winter."

But then the Canadian Coast Guard icebreaker Martha L. Black, which operates in the region to service the local communities and traffic, came to ASMA's assistance. Captain Mellis, an experienced commander in Artic waters, assessed the situation and advised the crew of Asma that it was critical that they get out of the area. The problem was that strong westerly winds had put enormous pressure on a 120-mile long ice field that blocked their passage to open water.

"It's essential that both our vessels get out of here," Mellis told them, "but the size of the ice pieces coming from my propellers will make it impossible for you to follow. We must lift your yacht on deck and move out of this ice grinder to open water."

Fifty-hours later ASMA was floating free in polar waters and sailing toward Gjoahaven. But Stede and Poncini could not let up, as it was now September and they had a 2,900-mile race against the new ice forming and moving down the Bering Sea. Non-stop they rushed by Cambridge Bay, Point Barrow, and Bering Strait.

"There were times when the challenge and adventure turned to stress," remembers Stede. "Pushing our boat 24 hours a day with a crew of just two meant pushing ourselves to the limit. A collision with a growler, an ice hard block, would have put an end to our trip; and, growlers are very hard to see at night."

After 20 straight days of slaloming through ice and battling frost, rough weather and having to use a rubber hammer to de-ice the



rig, lines and winches, the couple finally cleared the Bering Strait on September 24, 1990. With a slight assist, they had traversed the Northwest Passage.

Stede and Poncini plan are continuing on to the United States, Mexico, Galapagos, Ecuador and Chile. Before the end of 1991 they plan to cruise through the Magellan Strait and continue up the east coast to complete their circumnavigation of the Americas.

- clark & michelle

Readers — According to the National Geographic, the Northwest Passage has been traversed only four other times by yachts.

The Squid Story Off The Coast Of Baja

If you've sailed down the coast of Baja, likely as not you've woken up in the morning to discover a bunch of helpless squid laying on the deck. To most sailors without cats the little critters are a slimy annoyance that requires removal before the sun comes up and the stink starts in earnest.

For others — for instance Roger Wales and Karen Manuel in the accompanying

Fifty-five squid, two raw eggs, a bottle of soy sauce and a little wasabe: an Oriental breakfast for Roger and Karen.

photograph — they mean opportunity. For one thing they're an art medium. Notice how Roger and Karen wrote the boat name in squid on the cabin top. It may not seem like art to you, but that should qualify it for an NEA grant. Hungry from their creativity, the two then dined on 'the breakfast of the Orient': raw squid and raw eggs. The squid tastes a lot like bland abalone.

According to Jim at Bisbees Sportfishing Center on Balboa Island, most folks prefer their cephalopods cooked. Prepping them is pretty simple. First you cut off the tentacles, making sure to save them. Secondly, you squeeze the base of the tentacles until you find something that looks like a garbanzo bean. That's the squid's beak; pry it out and either toss it at the helmsman or save it for the off-watch's salad. Moving to the body, scrape a chef's knife across the top to squish out the entrails and ink sack. Fun, huh? Don't worry about the skin, it's edible. Finally, you remove the transparent quill with the tip of the knife. Now the squid is either ready for stuffing or can be cut into inch-wide rings.

LATITUDES



Italians serve squid in tomato sauces, Mexicans like squid with salsa, while the Japanese serve them with terriaki and soy sauce. Or you can follow these directions and make squidburgers: Blanch one pound of squid — tentacles included — in boiling water for 10 seconds. Then mix in a blender with two tablespoons of Parmesan cheese, two cloves of chopped garlic, a tablespoon of chopped parsley, an egg yolk and a quarter cup of bread crumbs. Form into a rectangle and serve on a French roll. Oh yum! Low in

Squid are in the middle of the ocean food-chain. They land on the decks of sailboats because they're jumping out of the water to escape the hungry mouths of yellowtail tuna, swordfish and blue whales. Among the most highly developed invertebrates, squid are themselves carnivores who snatch small fish with their tentacles and 'beak' them. While most squid are just a couple of inches long like those in the photograph, 40 to 70 pounders were being caught off Cabo San Lucas early this winter. Some squid are real big. Remember how Captain Nemo of the Nautilus had to take a hatchet to a giant squid to save the life of Ned Land? That

might have been fiction, but in reality squid are the largest invertebrates on earth, growing to as large as 50 feet. No, you don't want no giant squid jumping up on your deck some night.

— latitude 38

Pacific Crest — Pearson 303 Ray & Kathyrn Weiss Cabo San Lucas (Marina Bay, Richmond)

Greetings from the Class of '91! What fun we're having down here in Cabo — especially with this year's Some Like It Hot rally t-shirts. Our compliments on the design and choice of color; we think they are the best ever.

Folks have been coming in and out of the harbor faster than we've been able to keep track of them, although quite a few are now waiting for parts or, as in our case, change of crew.

Gil & Karen said that usually they've done a big Thanksgiving dinner at Papi's, but since there weren't a lot of 'early' cruisers this year they decided to take the opportunity to be home with their family for the first time in six years. Consequently, several of us cruisers got together and organized the Class of '91's first potluck on the beach.

The weather was wonderful on the day of the potluck; a bit overcast but still warm enough for shorts and swimsuits. Gil had announced that he'd finally been able to get the Some Like It Hot t-shirts out of Customs and that they were for sale. I had Ray run over and pick one up, and others quickly followed suit.

Those attending the potluck included La Nui, a Cape George 36 on her way to Z-town with Jim & Betty Stevens of Marina Bay, Richmond.

Tamasha, a 60-foot Herreschoff ketch headed for the South Pacific with Steve Bulmer and Alan Parker of Seattle.

Summer Place, a Catalina 30 from Novato with John Ringseis and James Taylor.

Horizons, a Tayana 37 headed to the Caribbean with Andy Schmidt and Ortrun Seger of Vancouver.

Golden Dolphin, a 50-foot cutter headed to the Panama Canal with Jack O'Keefe of Mission Viejo.

Edson, a ketch on her way to Europe with Fritz Schreines and Janice Old of Victoria.

Soy Libre, a West Indies ketch with Bill and Dawn Conley of San Francisco. They are headed for Costa Rica.

Taurus, a 52-foot ketch, with Brennan &

Bonnie Fernandez of San Diego.

Nootka Rose, a CS 36 with Peter and Carol Redfern of Victoria.

Perla, a Baba 35 headed to the South Pacific with Duane and LouAnn Davidson of Los Angeles.

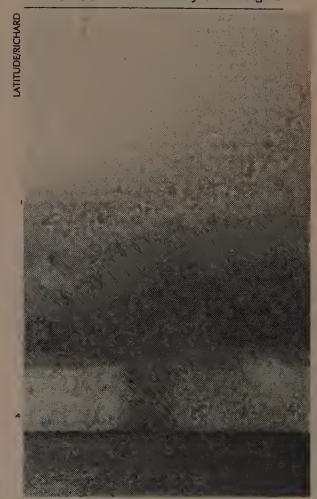
Victory of Wight, A 40-foot ketch headed to the Virgin Islands with Roger Stearn and Pat Riley of San Francisco.

Spirit of Freedom, a Caribbean 50 headed with Europe with Gerhard & Hilary Hoffman of Vancouver.

Pacific Crest, that's us, Ray and Kathryn Weiss of Richmond's Marina Bay aboard our Pearson 303. We're headed to Z-town.

And, *Tola*, a 24-foot Columbia with Mike, Karen and young Falcon. They've just finished a six-year circumnavigation and are headed to Hawaii to work in order to buy a larger boat.

The Tola crew was really interesting to



A squall out on the ocean; one of the beautiful and refreshing sights you can only enjoy at sea.

those who are new to cruising. Apparently Mike had left on his circumnavigation with a lady friend who neglected to inform him that

fat, too.

CHANGES IN

she suffered from seasickness. She departed at Johnston Atoll and Mike continued on. He met Karen in New Guinea in 1985 where she was teaching school. The two continued on around the world together, joined by Falcon who was born in Malta in 1988. They are living proof to the rest of us how much can be done with so little. They've got no engine or major toys; they're just three people enjoying life.

Here in Cabo the Port Captain has kicked everyone out of the Inner Harbor anchorage several times. Folks begin to trickle back in after a couple of days, then the Port Captain kicks everyone out again. We're told that this is normal. Since the mooring buoys are now \$20 a night (!) and 30-foot slips in the marina went up to \$20 a night (!) in December, a lot of us are working on our anchoring in the Outer Harbor.

What we're trying to figure out now is why those folks with chain/nylon rodes seem to pay lots of attention to how much scope they put out while those with all chain rodes dump 2:1 over the side and hop off their boats. There's one boat here that's dragged so many times we've dubbed her the Drag Queen of Cabo!

Nonetheless, the camaraderie, the willingness to help, to share, to pitch in, has been wonderful. Lots of folks have not only helped each other, but carried many bags of toys and clothes for the various 'Christmas Campaigns' in Mexico. La Nui has also been carrying 300 pounds of donated medical supplies for the clinic in Chacala. Hats off to Jim & Betty!

In addition, Gil and Karen of Papi's



A "good photo" of dolphins.

Cruising Center have been everywhere: helping, encouraging, organizing and maintaining 'El Centro'. Just yesterday they

put on a great volleyball game, potluck, jam session and t-shirt drawing.

Somewhere in the November Latitude it was reported that one survey said most women went cruising only to 'go along' with husbands or boyfriends. That's probably true, but it should be pointed out that the most successful cruising women seem to be those who involve themselves by learning to use the same hi-tech toys as the men, by learning how to sail, by learning how to navigate. It's the ones content to be the chief cook and bottle washer that seem the least happy.

Sure, we cruising women don't have all the conveniences of home — but neither do the guys. They're usually responsible for keeping everything running, including the electrical and plumbing systems that most modern men normally farm out to others. I think the key thing for both men and women to remember is that you only get out of an experience what you are willing to put in.

Yes, there are times when I have been scared, tired or wanted some convenience; but those pass. In return I get to experience wonderful things like beautiful sunrises after dark and lonely nights. Besides, I'm enjoying my vacation. Now that I've gotten the guacamole washed out of my t-shirt I think I'll relax; that's enough work for one day.

P.S. Northbound cruisers tell us there are only two types of cruisers on the mainland; those who've had their dinks dumped in the surf and those who will soon have their dink dumped in the surf.

P.P.S. Despite your suggestion not to bother trying to get a good photo of dolphins playing under the bow, I took a whole roll when a group of 200 or more came up to feed near our boat. If you count, you'll find that the enclosed photo shows no less than eight dolphins partially out of the water!

- kathryn 11/26/90

Local Talent — Passport 40 Dean Jones & Linda Lachelt The Pacific Triangle (Sausalito)

[Editor's note: this is a continuation of a Changes begun in the December issue.]

Having cruised Mexico and the Hawaiian Islands, it was now July and all the fancy Pacific Cup, Vic-Maui, and SSS singlehanders were soon to arrive at Hanalei Bay. It was time to head back to the mainland. But why go straight back to California when for the same amount of sailing time you can round the top of Vancouver Island and see a bit of British Columbia?

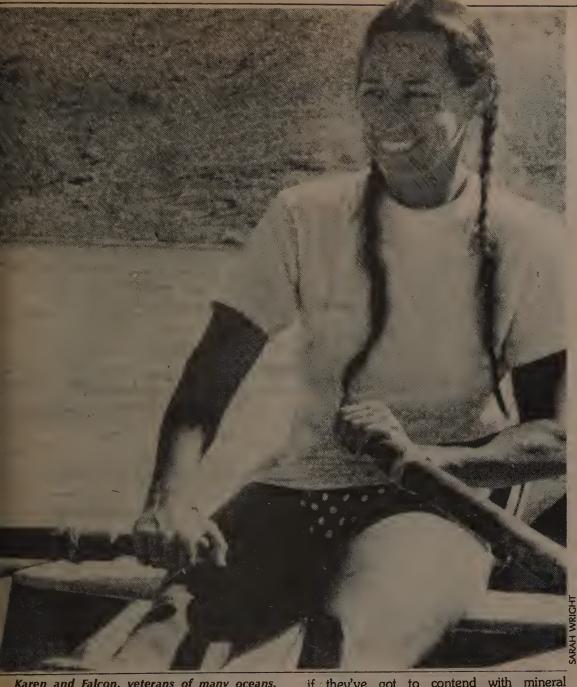


The highlight of our passage from Hawaii to Canada was intercepting a Russian freighter about two-thirds of the way across. After contacting them via VHF, they said they wanted to alter course to go around us. Now that's courtesy on the high seas! But it was really a trick, as they just wanted to get close to us. They got so close that we could see the crew lined up and heard music. Music? Hell, they had an entire brass band on deck playing music for us as we passed by! We couldn't believe it.

Later we heard our friends on the Santa Cruz 50 Palm Tree Express call a freighter on VHF to tell them they were coming too close. I called Palm Tree on the SSB and told them, "Go right up to the freighter, you won't believe it." They did, and they got a repeat performance from the Russian band. We later picked up a Moscow News broadcast over the SSB that reported a group of vessels were heading to San Diego for a goodwill visit.

After another week of light winds, we founded ourselves sitting at the Port Hardy fish dock looking for a supermarket and a decent restaurant. We found them both, then headed east for the Inside Passage. For me, this was the best. The only way I can describe it is to say it was like sailing through Yosemite

LATITUDES



Karen and Falcon, veterans of many oceans, were popular with novice cruisers arriving in Cabo.

Valley — except there were no roads, no crowds, and no jet-skis (yet). The water was warm and the fishing was good. Sure, the population picked up three weeks later when we'd worked our way south to Desolation Sound, but it was still paradise. August means good weather in this parts of the world; I wouldn't want to be around in January. And it might be hell to sail your boat up here, but there are alternatives. Quite a few people ship their boats to Seattle and then sail them north in the protected waters.

True, you don't really sail much up here, but the Pacific Northwest has to be my favorite motoring location. It seems to still be a well-kept secret, so if you can find the money, bring your own boat or charter one. Remember, time is running out and none of us is getting any younger.

We got blasted by a couple of southerlies on the way down the coast to San Francisco and had to make a couple of unscheduled stops. We got to listen on VHF as Greenpeace's Rainbow Warrior did battle with a ship exploring for minerals off the coast of Oregon. Fishing has been bad lately;

if they've got to contend with mineral exploration also, it can only get worse. The Coast Guard boarded us off Mendocino. I was hoping we could make it all the way home without being boarded, but no way. They couldn't believe we had sailed so far and not been boarded. They just looked at our toilet valve, lifejackets and oil discharge sticker, then answered our questions about the best anchorages along that stretch of coast. They were pretty nice after they loosened up a bit.

We used an article from an old Latitude about the 'forgotten' California coast and stopped at Mendocino and Little River anchorages. Little River was great, although motoring in with six-foot breakers on either side was a bit wild for us. It was so foggy that when we finally reached the entrance to the Bay, we couldn't even see the roadway we sailed under. Yeah radar!

So now we're back to real life. We're already dreaming of our next trip, but Linda's got 'something in the oven' and so it will be a couple of years. (Stuff like that happens a lot 'out there', we've learned.)

But in summary, our ten-month, Mexico -Hawaii - Canada triangle was just great!

— dean & linda 10/4/90

Sea Pod — Nor'Sea 27
Bill, Norma and Billy (11) Wing
A Year In Mexico
(San Francisco, Brisbane Marina)

A year ago my friend Mike McDonald and I sailed under the Golden Gate aboard our family's Nor'Sea 27. My wife Norma and 11-year old son Billy would meet us in Mexico.

Things went great for us 'first timers' until the fog bank started rolling in off Half Moon Bay. I quickly took some bearings and set a course for Japan, as the last place we wanted to be was in the shipping lanes. As we crossed the lanes my anxiety level skied and Mike's tummy — despite the Dramamine — began to act up. When Mike came on deck I settled into my bunk with a plastic bag at hand; I didn't feel too good, either. Then the reliable Yanmar sputtered, coughed and died. I felt sick!

Mike calmly got things back together by setting sail and standing a long watch so I could get my stomach back together. I have to say it was Mike who saved my sailing adventure, for that night I was having some serious second thoughts about 'this sailing business'. But we eventually got the engine going again and made Santa Cruz for a warm meal and a good night's rest. From there we made San Diego with just two hour-long stops at Santa Barbara and Catalina. After a three-week layover in San Diego so Mike could return to business in San Mateo, we headed to Cabo with just one stop at Mag Bay. We arrived in Cabo on November 14 and were given a wonderful welcome by Gil



It's recess from the Calvert School for 11-year old Billy Wing of 'Sea Pod'. His playground is the blue and warm Sea of Cortez.

and Karen at Papi's Cruising Center. We were the seventh boat in the 1989 Some Like It Hot rally.

CHANGES IN

My wife and son joined me in La Paz on December 23, where I had the boat moored and decorated for Christmas. Both of them rapidly adjusted to the cruising life. Billy, in partnership with Spike on Sparkle, took on the duty of 'tide men' for the La Paz morning net. It didn't matter where we went in the Sea of Cortez after that, all new acquaintances knew us as 'Billy's parents'. It's was not only a great ice-breaker, but a wonderful way to be recognized.

Sea of Cortez Sail Week was great fun for us, as Norma got involved as a queen candidate and Billy won numerous first place prizes. After Sail Week we 'did the Sea' and loved it so much that we're planning to return this coming summer.

The most common question we're asked is, "How do you manage on such a small boat?" Since this is the largest boat we've ever owned, it's never seemed a hardship to us. It wasn't even bad when our older son Chris joined us for a month during the summer. Of course, both the boys were then sleeping in the cockpit. In our normal routine, Billy has the aft cabin and mom and dad take the forepeak. It works out well, although the boat certainly looks like a cruiser because of all the gear we have to store on deck.

After a year of cruising, we've begun to find out what stuff is really necessary and what is superfluous. For example, whereas we once had three dinghies and two outboards, we now have one inflatable and will soon be purchasing a good-sized outboard. We've also eliminated the space-consuming hard plastic water jugs and replaced them with the collapsible type. And even a year after leaving the States, we find we still have too much canned and packaged food onboard.

Storing clothing is a problem on a small boat as even we 'short boaters' like to have a proper wardrobe for the different occasions. Sometimes we show up a little more wrinkled than we'd like, but hey, we're cruisers.

One great thing about such a small boat is that our fuel consumption is almost nil: one-fifth of a gallon per hour. With our 47-gallon supply, we have a range of 1175 miles — although at a top speed of just five knots.

The interesting thing we're learned from discussions with folks who own bigger boats is that there is never enough room for all the 'stuff'. Many other folks have told us we've been wise to have bought a small boat. "So why," I ask them, "are you moving up to an even larger boat?" At this point they usually reach into the fridge, offer me a cold one, and move on to another topic.



Right now we're sitting in Mazatlan plotting our course for Puerto Vallarta, and a fellow from a 24-footer has dropped by to discuss boat size. After I counseled him on the benefits of 'keeping it small and simple', he put 'the question' to me. I reached into my new fridge, cracked him a cold one and changed the subject.

P.S. Eleven-year old Billy is studying with the Calvert system. We feel it's an excellent program, but find the cruising life is very distracting for both student and teachers. Brother Chris had been a big help when he was down here as he's a college student who really enjoys working with kids.

- bill & norma 11/18/90

Bill & Norma — It's remarkable how many long-term cruisers almost 'gave up' during some unpleasant times in the early days of their adventure. The important lesson for novices is to take things slow and easy in the beginning so the acclimatization to life at sea goes as smoothly as possible.

Jupiter — Gulfstar 41 Cameron & Alanah Unspoiled Tropical Paradise (Northern California)

Imagine a small, unspoiled island fringed

'Sea Pod' at Isla Danzante. Inset; kids having fun at Sea of Cortez Sail Week.

in white sand and adorned with palms gently swaying in a tropical breeze. Imagine the surrounding ocean to be shades of turquoise and blue and protected by a vast reef abundant in tropical fishes, lobster and huge crabs, all dancing to the gentle rhythm, of underwater life. Ashore there are pineapples, oranges, limes, coconuts, mangos and fresh water in abundance. The natives are dressed in hand-made clothing accented with gold and the chief greets you with, "Hello, my friend, and welcome to my island. Have you travelled far? How long will you stay? Please accept these gifts as tokens of our friendship."

Keep imagining as a small airplane lands on a neighboring island cleared for a runway. A few natives hop into their dugout cayucas and paddle (all right, some have 6 h.p. Johnsons) to pick up relatives and supplies from the 'other world'. A native comes over and in fine English (and from a toothless mouth) greets us with "Hi, friends, where are you from? I'm 'Sam the singin' man'." Before we've realized, he's whipped out his harmonica and cuts loose with On Top Of Old Smokey. After enjoying his repertoire for about an hour, we retire to the baker's hut,

LATITUDES



where the day's bread is still warm from the oven. "Hi, friends," says the baker.

Now imagine that there are over 300 of these islands, most of them rarely explored by non natives. It's a virtual unspoiled paradise that has retained all of its tropical charm. These, my friends, are the San Blas Islands of Panama. Unless you've been here, you have no idea what a fabulous area you've missed. While Panamanians, the native Kuna Indians have their own government and, in fact, were the only Indian civilization never conquered by the Spanish. These people are by far the most friendly I have ever met.

The islands of the archipelago have a barrier reef, resulting in clear water that remains flat as a pancake all of the time. It does rain frequently and there can be frightening lighning and thunder, but not as often or as viciously as summer in Costa Rica. The snorkeling is incredible! The reefs are alive and well, and profuse with all shapes, colors and sizes of sea creatures. You must see these islands; Alannah and I know we shall return many times.

We have befriended Eduino Vallarino and his wife Florilelia Layans. The other day we transported them and their two small boys from Corozon de Jesus to a little island by the name of Ogob Pukip ('many coconuts') in the Hollandes Cays. Here they will remain until February to gather coconuts for the village to trade with the Columbians for rice and sugar. Eduino's father is one of the three chiefs of Corazon de Jesus, and his grandfather was a noted Kuna Chief. Eduino's dream — he's a respected diver for lobster, crab and octopus — is to open up a restaurant to serve the yachties. I must say, he has the right location.

There are about 3,000 Kuna Indians, about 75% of which live on the mainland at Panama City or Colon. The remaining 7,500 inhabit about 50 of the 300 islands. Most islands have tiendas where it's possible to purchase canned milk, coffee, fresh bread, sugar, rice, a few veggies, garlic, green peppers, most canned goods, gasoline, LPG, diesel, lamp oil, etc. If you need additional supplies, such as clothing (which is very cheap if not made in the United States), you have to fly to Colon or Panama City. This is one of the few places Alannah and I have been able to stay within our budget - despite flights to Panama City to indulge ourselves in the wonderful buffet at the Marriot!

I could go on and on about these wonderful people and islands, but let me just summarize by saying we are having fun and enjoying it very much!

As is the case with other boats, our electronic toys have broken, requiring me to fix them over and over. The latest is my HP Deskjet printer, which broke down and started making solid black streaks across the page. For a while it looked as though my days of receiving weather fax pictures and sending letters were over, but I managed a band-aid fix with a piece of Scotch tape to disable the offending ink jets. You have to live with stuff like this, although maybe I'll be able to get a replacement part in Columbia.

But we've done well with electronics, too. traded a Variac transformer for a broken Yaesu Musen HF receiver in Costa Rica. After buying some front end parts in Panama for \$7, I got it working. Not bad! We already had a Sony HF from Mexico, so now we have two. This means we can receive a weather fax on one and listen to the news or other boats on the other. Getting a weather fax on the computer, for those who don't know, requires both the radio and the computer for several uninterrupted hours. It would be nice to have a dedicated computer for that purpose, but we just suffer through it. One of these days we'll purchase a laptop, which will enable us to write our letters onboard or on shore.

Other than that, the boat still floats, our electronics mostly work, we have waffles on

Sunday, and Alannah gets to spin dry the laundry in our washing machine. Unfortuately, we must listen to the diesel generator every few days to top off the batteries, as we consume more electrons than our two solar panels can create for us.

We'll think of all of you back home when we have our next crab and lobster meal. I caught a 4-pound crab myself the other day. If one of those grabs you, it's 'Yoowieee!'

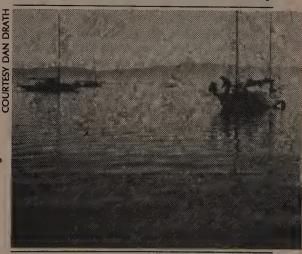
— cameron & alannah 10/6/90

Master Mariner's Fall Cruise Drakes Bay

If anyone had gazed down on Drakes Bay on October 20, they probably would have taken a second look. It was a happening. Early Saturday morning the cruisers departed San Francisco Bay for Drakes Bay some 27 miles upwind. Two boats, 60 people and 350 BBQ'd oysters later, the 1990 Master Mariners Fall Cruise and Beach Party was declared a roaring success.

Boats arrived from noon until late afternoon — with two notable expectations. Paddy West, Mike and Sue Proudfoot's 25 foot yawl sailed all afternoon in light air and didn't arrive until 8 p.m. They received the award for having travelled the longest distance over the bottom. Special honors also go to Steve Osborne and his 1896 23-foot gaff yawl. Osborne left San Francisco at 10 a.m. on Saturday and sailed all night, arriving on Sunday morning. And yes, we saved some oysters for him.

The beach party featured the obligatory bonfire, good food and the live music of Skip



Smooth, serene Drakes Bay; it's the reason the Master Mariners cruise there in the fall instead of the winter.

Henderson on the concertina, Tom List on fiddle and Henry Madeline on spoons. The weather was beautiful, winds light and

CHANGES IN

scenery spectacular. Special thanks go to Bob Rogers of *Curlew* for shoreside arrangements, and to the *Tai Kuri* water taxi company.

The participants were Alia, a 32-foot 1979 Atkin cutter; Blackwitch, a 32-foot 1949 Ralph Winslow sloop; Bolero, a 44-foot 1946 Merle Davis sloop; Bright Star, a 53-foot 1935 Schock cutter; Contenta, a 40-foot 1960 Lapworth sloop; Flirt, a 30-foot 1915 gaff sloop; Ingwe, a 38-foot 1959 Atkins ketch; Kaia, a 34-foot 1964 Atkins ketch, La Mouette, a 23-foot 1896 Ray Speck gaff yawl; Mistress II, a Farallone Clipper; Nautigal, a 38-ft 1938 Myron Spaulding sloop, Ouessant, a Farallone Clipper; Paddy West, a 25-foot Mower/Day yawl; Tai Kuri, a 37-foot Art Wykoff ketch, and Tess, a 30-foot Atkins sloop. Also along were the following friends of the Master Mariners: Vision, Mikasa, Lysistrada and Miranda.

- dan drath

Master Mariners — Our apologies for this report taking forever to appear in print.

Cruise Notes:

Rick Schmitt of Thousand Oaks and several other readers have already written in asking about the dates of the 1991 Sea of Cortez Sail Week, the for-free fun and games founded by Latitude back in 1983 and in recent years hosted by the Cruising Club of La Paz. The week-long festivities are scheduled for April 14-20. While the details are still being worked out, the fun will mostly likely begin at Marina Palmira on the 14th, continue for five days at 24-mile distant Isla Partida, then finish up back at Marina Palmira on the 20th.

This year's later-than-usual date was chosen to given cruisers on the mainland more time to cross the Sea of Cortez, and to give the sun a little more time to warm Baja waters for more comfortable swimming and snorkeling. Chairman for this year's Sail Week is Nick Dolby. We'll have more details in future issues.

Schmitt and three of his friends plan to leave Oxnard for Sail Week on March 16 aboard a Cal 2-29, and make stops at Guadalupe Island and Cabo San Lucas. The Coast Cruiser's advice? Skip Guadalupe. There are better places to stop on the Baja coast; Mag Bay, for instance.

For once the smell coming out of **Anna's Bakery and Restaurant** at Concepcion Bay, Baja wasn't good. Here's why; it was the building burning down that everyone smelled, not baking bread. Nobody knows what

caused the mid-December fire, but the good news is that Anna's home in back wasn't destroyed and that she does have insurance. It was a pretty simple structure anyway, so Anna has probably already got good bread popping out of the oven once again. In addition to being a favorite hang-out with cruisers in the Concepcion Bay vicinity, Anna's was also a mail and Latitude drop-off point for the 'Baja Express'.

"No matter how sure the members of the Class of '90-'91 are that they will be continuing on to the South Pacific or the Canbbean or even Costa Rica by spring, chances are most of them will spend the summer in the Sea of Cortez." At least that's the prediction of George and Brenda Milum of San Francisco, who have spent the last 18 months sailing their Mull-designed 45-foot aluminum cutter **Avatar** in Mexico. The Milums themselves had planned to continue on, but decided they weren't ready, and had a terrific summer in the Sea of Cortez.

Merl 'President of the Pacific Ocean' Petersen, like the Milums, has written us a couple of fine Changes we just haven't had space to publish yet: Nonetheless, we'd like everyone to know that Merl and his big schooner Viveka are still almost always looking for crew in the Far East. After a long spell aboard Viveka, Northern Californians Chuck and Nancy Somers said good-bye to the schooner in Hong Kong. They're continuing around the world by air. If you're interested in crewing in the Philippines, Malaysia or Hong Kong, write Merl care of his daughter Sherry at 47-500 Kamehameha Highway, Kaneohe, HA 96744. Allow four to six weeks for a response. Merl tells us that Roy Roach, who read of the opportunity in a previous issue, is expected on the boat in a day or two. Merl also would like his racing buddies to know that he did the Around Hong Kong Race with 'Chaz from Taz', one of the genuine characters of the Pacific.

Remember last June when hurricane expert Bill Gray of Colorado State (by-thesea?) University predicted that the '90s would bring both a greater number of and more intense hurricanes? So far he's been 50% correct

During 1990, the Eastern Pacific hurricane zone, which includes the waters from Mexico to Hawaii, saw four tropical storms and 16 hurricanes. The average number is eight tropical storms and eight hurricanes during a June to November hurricane season. This year's 16 hurricanes is an all-time record. The two biggest blows were Hernan, a category 4

hurricane with 130 knots of wind, and *Trudy*, a category 5 hurricane with over 135-knot winds. Category 5 is as high as the rating system goes. While these were both big blows, both were 100 knots shy of 'super hurricanes' such as *Gilbert*, which ravaged the Caribbean in 1988 and *Hugo*, which sacked the Caribbean and Eastern United States in 1989.

Almost all the named storms in the Eastern Pacific spared land. Tropical storm Rachel, which came through the tip of Baja in early October, was perhaps the worst. Some roofs and buildings were destroyed and a couple of deaths were attributed to flash flooding.

The Atlantic hurricane season was also busier than usual, featuring 14 tropical storms, eight of which reached hurricane force. According to Christopher Burr of the National Hurricane Center, the average for the Atlantic is eight tropical storms and five hurricanes.

The Atlantic hurricanes were not, however, particularly powerful. In addition to being weak, this summer's feeble Bermuda High caused most of the storms to stay out in the Atlantic far from land. Tropical Storm Marco was the only one to hit the United States, sweeping up through Florida in an unusual northeast direction. Hurricane Klaus was the only one to do damage to Caribbean islands, blowing roofs off some buildings in Antigua. Torrential rainfall from Klaus caused flooding in Martinique that did kill five, however

All in all, it was a very busy but not very destructive hurricane season for the Eastern Pacific and Atlantic. While Professor Gray maintains that the '90s will still feature more and stronger hurricanes than the '70s or '80s, he predicts that 1991 will be a slow year for hurricanes. The reason? Lower-than-average rainfall in western Africa.

It wasn't as bad as getting trapped in Kuwait, but who could have known it at the time? We recently learned that George Gliksman and Norma Hoover's 58-foot Berkeley-based modern schooner Symphony was one of three American boats docked at the Trinidad YC when the revolution broke out there last February. With a plane load of Libyan soldiers on their way to the island and frightened-looking young Trini soldiers swarming the yacht club with machine guns, it was clearly time to make for sea, clearance papers or not. According to a report in the SSCA Commodore's Bulletin by Bob and Carolyn Sperry of Duet, all three of the American boats decided to head to

LATITUDES

Guiria, Venezuela, where normal legalities were waived and all were given refugee asylum.

Another \$65 million GPS satellite was whipped into orbit early in December from Cape Canaveral. While the satellites have been going up on a regular basis, this particular one was said to have been launched to aid the U.S. military stationed in the Middle East. While the entire GPS system is not 100% operational until all 24 satellites in the \$8.5 billion system are in orbit, we're being told that surface vessels are now getting virtually 24-hour worldwide coverage. Boats with less sensitive antennas are losing coverage a couple of minutes each day, but that's about it. Incidentally, we've heard several reports that military crisis in the Persian Gulf has created such a demand for GPS and Loran units that some manufacturers aren't able keep up with their production of non-military versions.

Janette Hamill of the Santa Cruz-based Nor'West 33 **Renaissance** reports that her husband Rick completed his singlehanded trip from French Polynesia to Hawaii. You may recall that last year the couple made a nonstop passage from San Diego to the Marquesas. "The facilities for boats in Hawaii are as bad — maybe worse — than we'd heard," writes Janette. "We have a mooring at Mala Wharf in Lahaina, but the wind really hoots through the area. We're on pins and needles all the time."

One hundred and twenty-one yachts from 21 nations started the 5th ARC (Atlantic Rally for Cruisers) on November 25 from Las Palmas, Grand Canary Islands. If anything, this year's fleet looked more upscale than ever, with 11 boats over 60 feet, 11 over 50 feet, and 25 over 40 feet - and many of them from top yards. Britain, with the pound sterling powering over the dollar, was most represented with a whopping 53 entries. Germany was second with 11. Eight American yachts were part of the fleet headed for the 2,700-mile distant finish line at Rodney Bay, St. Lucia in the Eastern Caribbean. (The marina at Rodney Bay, incidentally, is owned by Arch Marez of Santa Cruz. His son Eddie and former TransPac winner Scott Pine, both of whom have deep Santa Cruz roots, also work there.)

The eight American entries were: Diamond, Baltic 51, Peter Dewhurst; Naugal, Freedom 45, Ted Wiegel; Exchequer, Moody 42, Jay Silverman; Dream Weaver, Neptune 41, Fred Kaufhold; Presto, Jameri 40, Jerome



Kellogg and Diane Fleming of 'Swan'; a long time gone.

Bertuglia; **Tioga**, S&S 49, Baxter Still; **Topaz**, C&C 38, Robert Peterson; and **Windswept**, Morgan 45, John Newton. The entire fleet was expected to have finished the race by Christmas. We'll have a report next month.

Having been actively sailing around the world for most of the last five years, Jim and Diana Jessie of Nalu IV are now berthed at City Marina in Annapolis until approximately April. They've got electricity! They've got running water! They've got a telephone! It's been years since they've had such luxuries. It had also been years since they worked. Both took temporary positions at the Annapolis Boat Show, and since then Jim's been doing some surveying and work at City Marina while Diana spent the Christmas season working in a department store.

"This isn't the hyped-up East Coast at all," says Diana, "In fact, it's like a tiny Bay Area. Some of the same people are here, too. Joe Boswell, who we knew as the assistant manager of the St. Francis YC, is the manager of the Annapolis YC. Then there are Ev and Sharon Smith, who purchased the Cheoy Lee **Windborne** from Oakland YC's Lee Tompkins and have been sailing around, the world ever since. All kinds of other friends stopped by, be they crew from our time in Indonesia or folks from boats we knew in the Med or while crossing the Atlantic."

Come April the Jessies will take their Lapworth woody up the Hudson River and Erie Canal to spend the summer cruising and racing on the Great Lakes. Late in the fall—"we don't want to mess around with

tornados" — they'll head down the Mississippi River to the Gulf of Mexico. If they hit the lottery, they'll keep on cruising, otherwise they'll visit the Yucatan, Belize, transit the Panama Canal and be home in San Francisco by September of 1992.

Another Northern California boat, Tom Wilson's blue Swan 651 Trinity, was also on the East Coast this summer before heading to the Caribbean to charter for the winter. The boat's crew didn't have the best trip south, however, as crossing the rough Gulf Stream they hit 45 knot winds. We're told that the mainsheet got wrapped around the coffee grinder and ripped it off the deck during an uncontrolled gibe. After a couple of days in Antigua, however, she was looking great again. Trinity is one boat that has covered a lot of ocean miles; before being temporarily berthed at Schoonmaker Point in Sausalito, she'd been down in Australia for the America's Cup.

If you're one of those people who cruise the west coast and keep saying, "Damn, I wish I knew what kind of bird that is", there's a new book out just for you. It's Rich Stallcup's Ocean Birds of the Nearshore Pacific, a 208-page paperback that focuses on common and rare birds that are to be found within 200 miles of the west coast. Tips on identification — flight style, behavior patterns and foraging behavior — are given for all 80 of the birds featured. The book is available for \$19.95 (plus \$2.50 shipping and handling, plus \$1.25 CA tax) from PRBO, Box 2510, Novato 94948, or at your local bookstore. Stallcup is one of the founders of the Point Reyes Bird Observatory, a nonprofit conservation and resource management organization that was formed in 1964.

It seems like ages ago that Kellogg and Diana Fleming departed Sausalito for a trip around the world aboard their 42-foot Garden ketch, Swan. And they're still not back. Nonetheless, old friends and interested parties can see and hear them on either January 9 or January 11, as they will be giving a slide/lecture presentation titled Mediterranean Adventure, A Swan's Eye View. And their view must be pretty clear, seeing as they spent three years between Turkey and Gibraltar. The only hitch is that the January 9 show is in Ventura and the January 11 one in Newport Beach. Call Walt Gleckler of Orange Coast College at (213) 598-6744 if you're willing to travel for the presentations. And remember, some January airfares to the Southland are as low as \$40 round-trip!

CLASSY CLASSIFIEDS

Ads taken through the mail or in person only.

Sorry, no ads accepted over the telephone.

Money must accompany ad. No Classified billing. Check, cash or Money Order – No Credit Cards.

To re-run an ad, simply send in a copy of the ad with your payment by the 18th of the month prior to publication.

PERSONAL ADS

1-40 Words: \$20 41-80 Words: \$40 81-120 Words: \$60 Personal Property; Help Wanted

BUSINESS ADS

\$45 for 40 Words Maximum

Services; Charters; 1 Boat per Broker; Business for Sale

Mail To:

LATITUDE 38
P.O. Box 1678, Sausalito, CA 94966
Attn: Classified Dept.

Or Deliver To: 15 Locust, Mill Valley, CA 94941 DEADLINE:

18th of the month prior to publication, even if it falls on a weekend and/or holiday.

Sorry, but due to a tight deadline, we cannot accept changes or cancellations after submitting ad.

\$3.00 for postage and handling for individual issues requested.

DINGHIES, LIFERAFTS AND ROWBOATS

CANOE, 16-FT, Old Town, Indian guide, cedar/canvas, Lateen sail, 2 paddles, \$850 b/o. (415) 681-4464 (eves).

FOUR-MAN TOYO OFFSHORE (covered) liferaft. Inspected annually - just expired. Hard case. Excellent condition. \$1,200. ACR Class B EPIRB, \$100. Dave Stromquist (619) 295-7632 (home - after 7 before 9).

505 KYRWOOD, #6934, trailer, cover, 3 sets of sails, water rat centerboard and rudder, must sell. Make offer. \$2,900. Call Peter (415) 865-6389.

24FEET & UNDER

WYLIEWABBIT 24-FT, HULL #50. 100% Harken. Race ready. 16 sails including fresh one design set and new genoa. 875 lbs. Speedster for one design or Bay racing. \$7,000 b/o. (619) 285-1159 (lv msg).

MILLIMETERS - 2 12-ft Millimeters with 17-ft launching trailer, complete boats, racing sails, spinnakers and gear, extra sails, mast and boom. Must sell. \$1,700. (415) 383-6750 (lv msg).

YNGLING 21-FT, little sister of the Olympic class soling. 1984 S.F. boat show boat in mint condition. Winning record, all Harken and Melges equipped with spinnaker and custom trailer. She is very seaworthy in heavy weather but ghosts along in the lightest air. Will finance at \$6,800 or trade for jeep or other fun vehicle. Call Fred (415) 837-3632.

WAVELENGTH 24. Three brand new North sails, rod rigging, beautifully faired keel and rudder, all of the best "go-fast" equipment, new Nissan 3 1/2 hp o/b, always dry sailed, white hull with black trim, immaculate. Amazing race record. \$10,950. (213) 454-4455.

CAPRI 22, 1988. Racing package, North sails, compass, knotmeter, porta-potti, trailer, motor. Fresh water sailed only, never berthed. Brand new factory sails available. Like new condition! Buying house - must sell. \$8,500 b/o. Call (916) 891-8736.

CORONADO 15 w/galvanized trailer. Large cockpit daysailer. 150% jib and main, trapeze, life jackets and current registration paid. First \$1,200 takes it. Call Rick (415) 843-4200 (days), (415) 654-1272 (eves).

CORONADO C-15. Purchased new in 1986. Fresh water sailed. Cover and many accessories. Galvanized Shoreline trailer. Excellent condition. \$2,250. (209) 686-1945.

O'DAY 222, 1986. W/trailer. Unbelievable equipment list and extensive upgrades, outfitted for family cruising/PHRF racing, impressive itinerary/race record, excellent trailerability for first time owner, exceptionally maintained, must see to appreciate. \$8,500 b/o. Call (415) 797-5325.

21-FT GAFF SLOOP, Atkins design, strip plank mahogany, full keel, Spartan galley and accommodations for 2, 4 sails, knot log, compass, Seagullo/b. A heavy duty little boat with Morro Bay slip. (805) 528-7536.

ZEPHYR 20-FT. Fiberglass construction, aluminum spars. The perfect single-hand keel boat for San Francisco Bay. \$1,750. (707) 279-1330.

BAYLINER 24-FT TROPHY, 1988. 2459 Cobra I/O, alcohol stove, pressure water, Loran, sounder, bimini plus full cover, perfect for cruising and fishing - dry and warm. \$24,000. (415) 232-0150.

BEAR BOAT #17, "Huck Finn." 23-ft sloop. Built 1938. Active fleet member. Complete restoration, recent survey, full cover and 1/2 cover. 4 hp Evinrude. 2 sets sails and spinnakers. Move to Australia forces sale. \$7,900. Call Paul Zupan (415) 331-0812.

SURPLUS BOATS - Newport 28, Santana 22s, Cal 20s, Venture 22, 13-ft Butterfly, and much more at low, low prices. Call Rob (415) 642-4000.

US 22 F/G SLOOP, 1982. Johnson 8 hp deep shaft o/b w/cockpit, controls, galley, porta-potti, VHF, inflatable dinghy, etc. Delta berth. \$4,500 b/o. (209) 748-5721.

MACGREGOR 21, 1970, light (1,135 lbs) sloop. Swing keel, small cabin sleeps 2 comfortably, no dinette, 2 sails, good condition, with trailer \$1,950. With 4 hp o/b that needs work, \$2,250. Call (415) 561-0271 (days), (415) 947-6010 (eves), Walnut Creek

22-FT VENTURE (MACGREGOR), swing keel, NEW 4 hp o/b, pop-top, toilet, stove, trailer, many NEW safety features. Perfect family bo at for Bay, lake and Delta. No slip fees! 55 mph windward! Fast and responsive. Easy tow. \$3,250. Call

24-FT WYLIE WABBIT. Dealer boat - never been titled. Stored since new on a trailer. Includes class jib, main and mylar genoa. Virtually a new boat. Over \$12,000 on invoice. First \$5,000 steals this beauty. (213) 821-3433.

15-FT WOODEN WHITEHALL. Classic elegance. Replica of 1895 lapstrake pulling boat. Modern ultralight construction. Graceful lines, wineglass transom. Can be rowed by 1 or 2 persons, carries 4 adults. Cartoppable. Boat displayed at Woodsmith Store in Berkeley. \$3,800. Call (415) 644-1711.

ETCHELLS 22. Ready to race, winning history, latest sails, trailer, many extras. \$9,950 cash or owner will finance w/\$3,950 down and \$200/month. (415) 548-4159, (415) 547-0685.

ERICSON 23 with custom trailer. Fixed keel, 6 sails, outboard, VHF, mahogany interior with galley, weather instruments, oil lamp, compass & more. Sleeps 4. \$1,200 recently invested in custom hatches. This rig is a steal at \$4,900. (415) 989-6817.

C&C 24, 1978. Auto, VHS, 2 spinnakers, singlehanded rigged, o/b. \$9,500. Call (415) 943-1691.

25 TO 28 FEET

PACIFIC SEACRAFT 25-FT DOUBLE ENDER, great pocket cruiser, rebuilt diesel (Dec 90), 4 tanbark sails (new main cover), very very clean, \$18,500 firm. (707) 745-3471 (after 7 pm or ly msq).

PEARSON TRITON, 28-FT. New rigging, paint, depth sounder/fish finder. Inboard gas Atomic 4 engine. Roomy - sleeps 4. Spinnaker plus extra sails. Runs great. Very clean. Must see. \$11,500 b/o. Must sell! Leave message for Wendy (415) 673-9321.

NOR-CAL COMPASS ADJUSTING

1. Boat Remains in Berth

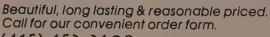
Magneuto™ System Exclusively
2. Owner's Presence Not Necessary
3. Eliminate Deviation

Dick Loomis

Signs · Graphics

(415) 453-3923 days or eves.

BOAT LETTERING



(415) 452-3608

CUSTOM YACHT TENDERS & PRAMS FOR YOUR CRUISER

Quality Wood Construction at the Right Price
Rowing and Sailing Craft Built to Order
GORDY NASH'S Whitehalls and Dories
STEVE NAJJAR, BOATBUILDER (415) 323-3887, 856-6209

JACK MACKINNON ACCREDITED MARINE SURVEYOR

MARINE SURVEYOR, APPRAISER

(415) 276-4351

TARTAN 26. Bristol condition, new Yanmar diesel, Loran, VHF, RDF, DS, main and 3 head sails, sleeps 4, enclosed head, large icebox, new upholstery, rigged for single handing, perfect for Bay cruising, Emeryville berth. \$12,000 b/o. (415)

GREAT BOATS CHEAPII 22 to 25-ft daysailers, racers, cruiser. Some with trailers, some with slips. All in sail away condition. Must sell now! All offers considered! Sell or trade? Not a brokerage. Private party. Call Jim (415) 365-8686 (days), (415) 369-6874 (eves).

SAIL AND POWER SALE. Tartan 27 sloop with lots of gear, a great ocean and Bay boat. Reinell 7.4 m cabin cruiser with 240 hp inboard/outboard. Prime San Francisco berths available. Call for details and make us an offer. (818) 881-3140.

CATALINA 27, 1975, VERY CLEAN. Reburbished in 1989. Epoxy bottom, new o/b and dinghy, newly rigged, lines led aft, Harken roller turl and self-tailing winches, new jib, VHF, stereo, autopilot, surveyed, Sausalito. \$11,900 b/o, will finance. (415) 491-0825.

YAMAHA 26, 1985. Excellent condition. Great pocket cruiser. Deluxe interior. Sleeps 5, 3 headsails, spinnaker, Yanmar diesel, self-tailing winches. VHF, DS, KM, Loran, AM/FM cassette, EPIRB, autopilot, barbecue, galley, head. Lines lead aft. \$22,000 b/o. (415) 688-3355 (days), (415) 966-t 135 (eves).

FRIENDSHIP SLOOP 25-FT. Classic gaff rig design by Howard Chapelle, 1983 cold molded hull, Master Mariner winner last two years, sleeps 2, galley, head, o/b, teak trim, large cockpit, great sailing boat. \$8,500. (415) 647-5257 (eves).

MACGREGOR VENTURE 25, 1979. Trailer, 1989 Johnson 8 hp, 3 sails, pop-top dodgers, pulpits, inflatable boat set, potti, vang, KM, compass, bell, cushions in/out, jiffy reef, navigation lights, USCG, lots more. Bought larger boat. \$6,000. (415) 938-

CATALINA 27. Fleet One champ (see Dec. Latitude 38). Mylar 120, plus 1989 main, 100, 150, spinnaker. New wire, line, and o/b replaced. Painted spars: \$12,900. Call Ray (415) 387-

27-FT CHOEY LEE OFFSHORE 27, 1969. Teak decks, VHF, Tiller Master autopilot, digital marine Kodiak depth sounder, Icom VHF, 3 anchors. Rigged for single-handed sailing, diesel Volvo engine. Engine needs rebuilding. Opportunity to either buy as is and repower with an engine of your choice or rebuild present engine. Have too many hobbies for available time. As is price \$8,000. Call Burl Brown (707) 526-1474.

HIGHWAY ROBBERY. Catalina 27, 1986, like new. Dodger, VHF, KN, depth, autopilot, 110, 150, all lines aft, self-tail winches. 14 hp diesel. 2boat owner, must sell. Steal at \$19,900. (408) CAPO BAY 26, 1985. Schumaker MORC (like Express) balsa-core offshore racer, singlehanded Hawaii setup, Loran, autopilot, 9 sails (3 spinna-kers) and stuff to go fast. See "Trades" section Latitude 38 ad. \$45,000 replacement. \$19,999. Call Bill (415) 636-4302 (lv msg).

25-FT NORTHSTAR 500, Sparkman Stephens racer/cruiser. Sporty looks, Atomic 4 inboard, loaded, 7 sails, KM, depth, radio, solidly built, Sausalito berth. Must see to appreciate. Incredible steal at \$7,800. Call Dan (415) 388-0990.

CAL 2-27, 1975 w/diesel, 2 mains, 3 spinnakers, 5 headsails, new headfoil, Trimble Loran, full MORA gear and Delta cruising gear, recent engine work, new topsides paint in 1988 - the list goes on \$21,500. (415) 825-2969 (eves).

BAJA READY: S-2 26-ft. Diesel, aft stateroom with double bed, 6-ft + headroom. New electronics, Benmar autopilot, dodger, speedometer-log, Avon, new o/b. Pages equipment. More living space than most 30-ft. Price includes heavy-duty trailer. All Bristol travel ready. \$23,950. (415) 687-5239.

"SUMMERTIME DREAM". 26-ft custom Schumacher race weapon (PHRF t 86). 3-time MORA champ, 2-time 1/4 ton National champ, still winning races. Trailer, 19 bags, all the bells and whistles. 2-boat owner, anxious. Recently surveyed \$11,495. Call Rob (415) 331-3134 (eves), (415) 383-8200 (days).

27-FT BALBOA SAILBOAT with trailer. Inboard diesel, standing headroom, sleeps 6, head, galley and instruments. \$17,500. (916) 283-3218, (916)

ISLANDER 28, 1978. Volvo diesel, new Profurl roller furling, KM, DS, VHF, Loran, self-tailing barients, lines led aft, new mainsail, varnished oak/teak interior, epoxy bottom, bottom paint 6/ 90, teak & holly cabin sole. \$23,000 b/o. Call Dick (415) 744-4523 (days), (415) 332-6714 (after 6

BRISTOL 27, 1968. Alberg designed full-keel sloop, classic dark blue topsides and pretty! 4 sails (incl new North t 67% genoa) plus spinnaker. Datamarine depth & knot. 6 hp Evinrude. Full headroom, enclosed head, sleeps 4. Going back to school, must sell. Call for specs. Asking \$9,200. (415) 456-3314.

OLSON 25, #99. Excellent condition, faired keel & rudder, upgraded deck layout, new sails, custom tandem trailer, 4 hp motor, VHF, freshwater boat. Great weekend racer/cruiser, ready to go. Just add water and about \$17,000. Call (800) 748-1148.

CORONADO 27, in great shape, all lines led aft for easy singlehanded sailing. Space of a 30-footer. 6-ft head room, family cruiser. Inboard, VHF, DF, KM, new compass, propane stove, safety net, fresh varnish, and paint. \$9,000. Call today. (415) 732-9498.

ATITUDE 38 WISHES YOU A HAPPY NEW YEAR!

CAL 25, 1973. Excellent condition, 7 sails, (3 new), 6 hp Evinrude, deluxe teak interior, sleeps 4, pop-top, galley, marine head, 2 anchors, VHF, stereo, life lines. \$6,200. (415) 594-9259.

PACIFIC SEACRAFT ORION 27, 1983. Beautiful world cruiser fully outfitted and ready to cruise. Radar, VHF, depth, knot, refrigeration, Avon dinghy, ground tackle, EPIRB, full sail inventory, windlass, dodger, Fleming wind vane, plus much more. \$48,500. (408) 247-3560 (eves).

28-FT NEWPORT, 1975. Beautiful (brand new) midnight blue boat with new bottom (had blisters - done right, sanded, filled, epoxied, etc.). Gas inboard, 2 jibs (110 and 170), VHF, auto, depth, knotmeter. Hate to see it go but must sell. \$14,500 b/o. (707) 554-4129.

MACGREGOR 25-FT WITH TRAILER. 8 hp Evinrude o/b. Pop-top, new cushions, VHF radio, AM/FM tape stereo, swim ladder, 150% genoa, 2 anchors, new porta-potti. Mint condition \$6,500 b/o. (707) 795-8911.

28-FT BUCCANEER, 1957. Glass over wood. Good condition. New Isomat mast and spars, new head, new Signet depth and knot, new fuel tank, new through hull fittings. Needs new exhaust and decks need painting. \$2,350. (415) 383-1955.

CATALINA 25, 1977. Fixed keel, 9.9 Johnson motor, Trailrite tandem trailer, Hood sails, pop-top cabin, Optimus stove, boat is stored in Stockton. Good condition. \$10,500. Owner transferred. (918) 682-2870.

ERICSON 27, 1972. Clean and in excellent condition, new bottom, new int' cushions. Standing headroom, enclosed head, 2 headsails, cockpit cushions, tiller steering, 9.9 hp o/b and with Coyote Pointberth. \$10,000. Dan (415) 375-2970 (days), (415) 579-4443 (eves).

ERICSON 25-FT in nice shape. 9.9 Evinrude o/b, radio, Rareton head, new batteries, charger, soil and hatch covers, etc. Berkeley berth. Sell for \$5,800 or 1/2 interest for \$2,900 and share operating costs for an active partner. (415) 845-0493.

LASER 28 BY BRUCE FARR (1985). A great singlehander with an outstanding record. Cruise/ race with 5 friends in Farr style. Beats J/29s but has inboard diesel, standing headroom, a real head, North sails and options! \$27,900. (415)

CAL25, 1966. Good condition, Honda o/b, many sails, AM/FM cassette. Stereo, knot, cushions, sleeps 4. Alameda berth. \$5,500. Call (415) 522-2360 (days - lv msg - after 5 live).

ISLANDER 26, 1977. 3 head sails, autohelm, pressure water, VHF, KM, reefer, boat cover, stereo, depth, lots of extra gear, 3 anchors, etc. Boat is extremely clean and has complete records. Worth \$19,000, sell for \$10,000 - moving. Call Steve (408) 268-4195.

SAN JUAN 26, 1983 with trailer, fixed keel, 10 hp Honda o/b. 2 sails, jib furler. Excellent condition, will heel over and go. Great condition. Surveyed \$12,000, asking \$10,000, need kids tuition. Call Phyllis (415) 221-3265.

HAWKFARM 28. Competitive SF-YRA one design fleet since 1977. Affordable, durable, and fun. Boat and sails in excellent condition. \$19,500. (707) 257-3577.

BRISTOL - ALDEN DESIGN 24'6", 1971. Beautiful cruising little marvel ideal for the ocean and the Bay is awaiting new owner in Oakland. Excellent shape, just surveyed. Comfortable teak decorated interior, full set of sails, sleeps 3. Fully working electronics, solar battery charger, etc. 15 hp Evinrude o/b. Must sell due to travel. \$10,000. Call Zeke (408) 353-4254 (preferably eves).

1984 ISLANDER 28. Diesel wheel, roller furling jib, many extras. \$25,000 b/o. (415) 965-1582

ERICSON 28 +, 1987. Absolutely clean, gorgeous, pampered and loaded, including new furling jib and dodger, h/c pressure water, full bath, diesel, wheel and instruments. \$39,000. May take trade. (415) 459-4820.

CATALINA 27, 1980. Excellent condition. Very little use, many bags of sails. Pro maintained, new bottom paint. This vessel is ready to go. Owner will finance and/or trade? \$12,500. Call (415)

CATALINA27, 1974. Excellent condition. Atomic 4 inboard. Cockpit rigged, electric head with holding tank, cockpit cushions, jiffy reefing, 110v shore power, range and oven, auto bilge, new ground tackle, VHF, speedo, DF. Fun boat. \$10,000. (408) 720-8309.

CATALINA 25, 1984. Great shape, fixed keel, Marine head, depth sounder, knot meter, compass, battery charger, new batteries, pop-top with cover, stereo, 7.5 hp Honda, funboat. Santacruz slipavailable, must sell. \$11,000. (415) 793-8588 (lv msg), (415) 537-5955 (work).

CATALINA 27, 1974. For sale, or exclusive use for berth fee. Good sails 15 hp eng. in S.F. May apply some of berthing fee to sales price if desired, but not obligated. (415) 282-4980 (lv msg).

Harriet's Sail Repair 771-8427 2041 Taylor St SAN FRANCISCO

Isn't it Time You Learned to Fix Your Own Boat Problems?

Jan Seminars:

Diesel Engine, Marine Refrigeration, Atomic 4 Gas, Have Engines, Wil Travel asses (415) 522-7300

Seminars, Individual and Group Classes

ISLANDS AWEIGH

Chartering, Deliveries Custom Woodwork, Stained Glass Master - 50 ton POB 668, Lodi CA 95241, (209) 369-2867

SAIL THE SAN JUAN ISLANDS Charter a Passport 40 Sailboat

Fast, comfortable 40-ft sloop, dinghy, dodger, full insturmentation, roller-furling headsail, two private staterooms, head w/shower, refrigeration, VHF, stereo, propane stove w/oven, and much more. Call George (206) 821-1208

FRANK SAYRE - SHIPS CARPENTER

Specializing in dry rot repair, restoration, Interior design Reasonable rates • References • Reliable 18 years experience (415) 383-4407



Beat the America's Cup rush!!! Call (619) 222-WIND to lease or buy your San Diego view villa.

CORONADO 25, white, comes with S.F. Marina Berth right across Safeway. Sleeps 5, kitchen, head. All spars, rigging sails replaced, hullpainted in 1987. Sail inventory includes 2 jib, 2 main, genoa, spinnaker. Ripping includes spinnaker, backstay tensioner, mast step, traveler, protection vang, whisker pole. All lines leading into cockpit. 10 hp Johnson is electric start, remote controlled. Brass instrument set, VHF, depth sounder, knotmeter, stereo tape/radio. Double anchors, liferaft, fishing hooks, Coast Guard emergency kits, double antennas, plus many, many more. Relocating owner is asking \$8,900. Call Matt (408) 720-9254 (eves), (415) 324-6542 (work).

FOLKBOAT 26-FT "Pocket Cruiser" with diesel, 7 hp Volvo. Full boat cover. Rebuilt head. Priced to sell. \$3,500. Call Bob (415) 457-4310, (415) 892-2106.

29 TO 31 FEET

A REAL BOAT, beautiful Herreshoff yacht, the H28 (mod 30-ft), double-planked mahogany, Mex/ Ha veteran and ready to go again. Recent refit, new decks/cockpit. Yanmar diesel. Moving up. \$24,000. (408) 423-5623, (408) 475-4468.

ISLANDER 29. Full keel. Fiberglass hull and deck. Stiff, strong, well-equipped sloop in good condition. Atomic 4 inboard. New main, headstay, prop, shaft, hull valves, bottom paint. Standing headroom, sleeps 5, roller reefing. San Rafael berth. \$10,000. (415) 883-9024.

"CORAL" IS BACKI 31-FT FRERS SLOOP. Stone built 1956 by master boatwright Jack Erhorn, raced by Commodore Tompkins. Wellloved racer/cruiser with history and grace. One of a kind, beautifully maintained. Jewelbox interior, many extras. \$29,900. (805) 528-4587.

31-FT ERICSON INDEPENDENCE CUTTER. 1978. Recent Mexico vet, Yanmar diesel, Harken furling, SatNav, VHF, KM/DS, dodger, Maxwell-Nillsen windlass, CQR, H-T chain, pressure water, AP, heater stereo, tri-mastlight, inflatable. \$39,500 b/o or trade up. (619) 222-2996.

VANCOUVER 32 PILOT CUTTER, 1986. All weather pilothouse model, 2 steering stations, designed by Canadian Bob Harris. A high performance cruiser. Go anywhere in comfort. Quality built. \$69,000. Call (415) 388-5356.

MOORE 30. Only driven by a little old lady in tennis shoes. \$37,500. Will trade for boat, car, airplane or? (916) 583-9420.

ERICSON 30+, 1980. Excellent condition, fully equipped. Universal diesel, Harken roller furling, spinnaker, 4 barient self-tailing winches, Autohelm, IMI Combi System, h/c pressurized water, VHF, Loran, stereo. \$32,000. (408) 446-1988.

BRISTOL-29. Herreshoff racer cruiser design in mint condition - 4 sails, jiffy reefing, 9 barients, Plastimo compass, VHF, knot, depth, new Harken traveller and anti-skid polyurethane - 8/89 epoxy bottom and Atomic 4 rebuilt. Must see and try. \$22,500. (415) 665-6017.

ALBERG 30, F/G, full keel, beautiful classic lines, excellent condition. Large sail inventory, new and old. New electronics, rebuilt (1985), Greymarine 25 hp, hauled annually (Aug.). Great Bay boatl Berth K31 Marina Village YH. \$19,000. (415)

J29. The best J29 deal on the Bay. We are not able to sail this high performance sailboat, so you should. Excellent condition, race equipped. Many bags sails, plus other extras, o/b motor. Aspecial deal with no money down, assume loan under \$25,000. Call today (415) 328-2408.

NEWPORT 30II GREAT ONE DESIGN CLASS, excellent cruiser. 4 sails, Including spinnaker and gear, 8 winches, Volvo diesel, wheel steering, propane stove and oven, VHF, knotmeter, 3 compasses. \$19,500 b/o. Must sell. Call (415)

J29. RACE READY. 10 sails, 8 hp Evinrude o/b, actively raced and cruised on the Bay. The only English-built boat on the West Coast, unique and comfortable interior arrangement, galley sink & stove. The J29 is an exciting boat to race, the fleet will challenge your racing skills, yet with spacious decks and cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd and 3rd in YRA season championships. Join a great fleet. Great deal, low or no money down. \$25,000. Call Andy (415) 641-8323. o



CATALINA 30, 1978. Spinnaker, 3 head sails, electronics, pressure water. Divorce forces sale. \$25,000. (415) 488-4448.

ERICSON 30+, 1984. Furling, wheel, flasher, VHF, depth, knot, h/c pressure water, teak interior, CNG stove, oven, Atomic 16, radio, tape. Sailing a breeze with this lady. \$35,000 b/o. (916) 961-6666, (916) 446-4691.

COLUMBfA 30, 1973. Excellent condition, Palmer 27 hp gas, spinnaker, VHF, knot, depth, stereo, new interior, Sausalito berth. \$12,000. Must sell! Owner will finance. (415) 331-7073.

RANGER 26-FT. Great cruiser/racer with all the goodies - 5 bags sails including spinnaker, compass, DS, knotlog, VHF and autopilot. Full galley with sink, stove and icebox. New Nissan 8 hp with cockpit controls. All lines aft. \$7,500, financing. (415) 864-2902, (415) 461-7072.

32 TO 39 FEET

CAL 35, 1980. See to appreciate this high quality, lovingly maintained, fast cruiser, spacious elegant inter/outstanding liveaboard, diesel engine, diesel heater, dodger, windlass, Radar, Loran, VHF, Autohelm 3000, Avon Redcrest, cruise spinnaker, h/c water, KM, DS. \$72,000. Call (415)

NEWEST SAN JUAN 34 AROUND. New Awlgrip, bottom paint, depthsounder, knotmeter, sailcover, Profurl roller furling. First in salt water June '90, since 1980 stored under full cover for 9 months, in clear Tahoe water for 3 months each year. Rod rigging, Yanmar diesel, main, 155% genoa, jib. Sailing dinghy. IOR design, PHRF 123. 1987 Trans Tahoe winner. Fast and comfortable. Excellent condition. Bought a bigger boat. \$39,500. (702) 826-6941.

"SPIRIT" 33-FT SPARKMANSTEPHENS. Flush deck sloop 1960. Mahogany/oak/bronze. Good electronics, excellent sail inventory, Awlgrip decks and topsides. Yanmar diesel, international racing and cruising history. A boat for the serious sailor, ready to go. \$35,000. (415) 332-2518.

TAYANA 37, 1988. Loaded with extras, documented. Datamarine 5100, Foruno LC-90 Loran, battery charger, inverter, Autohelm 7000, custom dodger, Norcold refrigerator, AM/FM stereo cassette, windlass, boom brake, 2 anchors, VHF radio, self-tailing winches, roller furling, Dutchman sail system. \$99,500 firm. (415) 324-0685 (days), (408) 354-2357 (eves).

1949 CLASSIC FARALLONE CLIPPER, 39-FT. Mint condition. Freshly painted, newly overhauled 54 hp Perkins diesel, new sails, clean interior, well maintained, berthed in Tiburon, CA/Paradise. \$33,000. (707) 525-1702 (days), (707) 935-1885 (eves).

36-FT CATALINA 1983. Like new, 1990 epoxy bottom, teak/holly solè, diesel, stereo, TV, VHF, fath, wind, wheel, refrigeration, Sausalito. \$47,500. Call Sheldon Caughey (415) 332-9500.

EXPRESS 37. Excellent condition, h/c pressure water, refrigeration, 17 North sails, Brooks and Gatehouse Hercules System interfaced with Northstar Loran and Magnavox SatNav, single sideband, VHF, well-equipped with first class equipment, many extras, motivated. \$90,000 b/o. (805) 493-1091.

HUNTER 37, 1984 CUTTER. Swift and graceful sailing to weather. Cruise or liveaboard. Immaculately maintained. Separate cabins, sleeps 7, h/c water, shower, AM/FM/tape stereo, stove/oven, headfoil, oversized self-tailing winches, VHF, Datamarine, WS, WD, depth, Yanmar 30, Sausalito benth. Best offer. (415) 435-2924.

PANDA 34 CUTTER, 1985. Perf. cruiser. Exc. cond. Quality throughout. Fully insulated, all S/T winches, o/s primaries, B&G Hornet pack inst./ ICOM VHF/Loran/elec windlass/3 anchors/AP/ holdover ref? 4/90 haul/bottom. SSF liveaboard. Must see. \$86,000. (415) 857-2429 (days), (415) 952-6651 (eves).

RAFIKI 37, cutter rigged, diesel Aux. A proven cruiser. Loaded: dodger, Sun Shade, Radar, Loran, autopilot, self-steering, ham and weather, fax, Avon dinghy/9.9 hp Evinrude, plus. Start cruising now. \$80,000. (916) 422-0523.

37-FT LOA RASMUSSEN designed and built double-ended Danish cutter. Pitch-pine planking on oak frames, Alben diesel, classic mahogany/ teak interior. New electronics, sails, inflatable, many extras, excellent one-of-akind cruiser/liveaboard. \$45,000. (415) 392-0824.

ISLANDER 36. Perkins 4-108 diesel, roller furling, VHF, Loran, stereo, alcohol oven plus microwave, epoxy bottom, ready to cruise. Must see condition to believe. \$41,000. (415) 232-0150.

35-FT MAAS DESIGN, masthead sloop, 90% restored. New sheerplank, deck, cockpit, electricalpanel, wiring, rigging, and much more. \$60,000 and 3,000 hours invested, asking \$13,500l Built to race. Admirals Cup, excellent cruiser or liveaboard. Beautiful lines at a steal. Call Geoffrey (415) 663-9354.

1975 WESTSAIL 32, factory finished. Seriously equipped cruiser. \$20,000 major 1990 refit with all receipts. Almost all systems replaced with new or rebuilt complete with spares. Autopilot, vane, freezer, survival craft. Too many extras to list. \$57,500. (206) 246-3983.

PEARSON VANGUARD, 1962. Professionally modified with bulwarks, anchor platform, winch/ line platforms, ballast, epoxy bottom, reinforced cockpit floor, new mast-head, rigging. New interior: stove, pilot berths, nav station, heater, storage, 6'5" headroom. Finish, and cruise happy and safe. \$16,000. (415) 592-7059.

NEW 32-FT DREADNOUGHT "TAHITI KETCH" hull with ballast. Flush deck with interior roughed in. New 22 hp Saab diesel engine with variable pitch propeller and shaft installed. New diesel Dickinson stove. More extras. \$9,000 b/o. (805) 772-2473 (days), (805) 995-2364 (eves).

35-FT PRETORIEN BY WAUQUIEZ, 1986 sloop (the "French Swan"). Blue water boat. Orig. owner, never chartered. Like brand new, hardly sailed and only in S.F. Bay. Insulated double hull, Elvstrom sails: main, 150 genoa, 100 jib & storm jib. Profud roller furler. Wheel, Lewmar self-tailing winches. Forward double benth, private aft benth. H/C pressure water, propane, reefer, double stain-less sinks, full galley. All teak cabin wfine European craftsmanship & unbeatable style. Special lighting. Sleeps 7. Fabulous boatl \$89,000. (415)

MOORING DISCOUNTS

Owner of a Moorings 37 based in Puerto Escondido, Mexico will give discounts on charter fees or yacht purchases. Limited owner's time is available at reduced charter rates. (408) 739-5017

THE JOURNEYMEN

✓ Major & Minor Repairs
✓ Systems Installation Electrical & Mechanical (415) 461-5487

A COMPREHENSIVE SERVICE FOR YOUR FINE YACHT

Certified Diesel Mechanic Wood & Glass Fabrication ✓ Marine Finishes

(415) 461-6369

SAIL A VIRGIN (ISLAND)

Casual cruising on "Cavu" - a 48-ft Sovrel ketch with Captain Gene and Mate Judy. All from California. Snorkel, swim, windsurf, good food and fun in world class cruising grounds at reasonable rates. (800) 422-4663, ext. 400

CRUISING SKILLS CLASSES

on trips to Drakes, Half Moon, Monterey Bays, the Mendocino Coast and S.F. Delta.
Piloting, Celestial Navigation, Anchoring, etc.
CRABTREE MARITIME SERVICES (415) 372-0144



MARINE SURVEY

CAPT. HARRY G. BRAUN P.E. CERTIFIED MARINE SURVEYOR AND APPRAISER (415) 522-1561



DONA JENKINS

U.S.C.G. Documentation • Mexican Fishing Licenses Mexican Consular Clearances 1050 Rosecrans #3, San Diego, CA 92106 (619) 223-2279

36-FT CS TOP QUALITY Canadian bullt cruiser. High performance passage maker, well equipped maintained to high standard. Selling for family reasons. \$56,000. (415)534-4317. No brokers.

NEW GULF 32. Just commissioned. Full keel, pilothouse cutter, inside steering, 40 hp diesel, Harken furling, staysail, full batten main, latest in navigation, anchor gear, windlass, propane, refrigeration, pressure. Pacific Yachts, Santa Cruz and Monterey. Trade ins accepted. Call (408)

ISLANDER 36. Perkins dsl, epoxy bottom, full electronics, Benmar autopilot, Harken roller furling, 6 sails, quickvang, self-tailing winches, Loran, VHF, stereo, depth, knot, wind direction and speed, dodger, refrigeration, h/c pressure water, spinnaker gear and much more. \$49,500. Call (916)

NEWPORT 33, 1983. 20 hp Universal diesel. 65, 110, 150% in excellent condition. CNG stove/ oven, h/c pressure water, shower, VHF and morel Fastl and strong. \$35,000 b/o. Call Lance (415) 658-2367, (415) 254-9169.

CATALINA 38, 1984. Excellent condition, 4 head sails, dodger, Loran, Adler Barbour fridge, propane 2-burner stove/oven, 2 anchors w/chain/ rode, VHF, WS, DF, diesel engine, lots of extras. Excellent slip w/lease on Pier 39 available. \$48,000 b/o. (916) 531-7850, (916) 269-1215. No brokers

ATKINS "ERIC" 32, Japanese built 1965, diesel gaff ketch, mahogany on oak, teak decks, sitka spruce spars, 10 ton beauty, superb world record cruiser never cruised, VHF, RDF, windlass, fireplace, \$32,000. Santa Cruz B7, (408) 479-4645.

1979 COLUMBIA 9.6 METER (32-FT) sloop. 90%, 110 (2), 130 & 140 jibs. 2 mains (1 full batten). New or nearly new - standing & running rigging, lifelines, upholstery, main cover, head, VHF, & MOB pole. Wheel steering, DS, KM, wind sp/dir, RDF, spinnaker, feathering prop, diesel, Autohelm. Sleeps 6, 6-ft + headroom, teak & holly sole, nonpressure alcohol stove, lots of storage. All original manuals for boat & motor. An excellent boat for local cruising or racing. All lines led aft for easy singlehanding. \$27,700. (408) 749-5621 (work), (415) 965-3449 (home). Inflatable (3 pers) & o/b available. Boat buyer has first option on dink and

ISLANDER 37-FT FG SLOOP. Just hauled, new bottom, fresh brightwork. Easy to sail. Loran, Autohelm, roller furling, h/c water, shower, full galley, sleeps 7, 2 anchors and windlass. Great buy on a beautiful boat. In slip at Morro Bay. \$32,000. (805) 929-6089.

ERICSON 35. Recently hauled and surveyed. Great Bay boat. Military reassignment forces sale. My loss is your gain. I can't take her with me. Call for details. Glenn (415) 474-7759 (home), (415) 561-3695 (office). CAVALIER 39. Offshore cruiser, excellent condition, teak decks, LPU paint, diesel, feathering prop, 300 gal water, 150 gal diesel, 5 jibs, spare main, spinnaker, h/c pressure water, Margas propane system, VHF, depth, knot, microwave, windlass, refrigeration. \$95,000. (415) 369-6341.

37-FT HUNTER. Excellent condition. Diesel, spinnaker, 2 jibs, dodger, Autohelm 4000, Loran, etc. Will consider trading up. \$39,000. Call (415) 332-2776 (lv msg).

RAFIKI 35, 1980. Loaded, excellent condition. documented. Volvo diesel, new epoxy bottom, teak decks, varnished rails and trim, new full boat cover. Five sails, furling, dinghy, davits, dodger, full modern electronics, refrigeration, heater. Lots morel Ready to cruise, \$65,000. (415) 595-3094.

FANTASIA 35. Great liveaboard/blue water cruiser. Center cockpit, Pisces-40 diesel, Davits w/dinghy & o/b. Microwave, refridge., 2 staterooms, main salon, workshop, 115 gals fuel, 220 gals water, teak decks. Recent haulout and cruise ready. \$65,000. All reasonable offers considered. (707) 762-7190.

ISLANDER 36-FT. All new, upholstery, carpet, and headliner. Loran, VHF, stereo, wind, knotmeter, kepth, hot water. Twin foil, 7 sails. Located in Alameda. \$38,000. (415) 846-7556.

40 TO 50 FEET

FREEDOM 40. 1981 cat-ketch great cruiser/ liveaboard, easily handled. Fully battened main, mizzen. 2 reaching staysails. Raytheon Radar, Autohelm 5000, Avon liferaft, dodger, elect. wind-lass, engine cold plate and more. 8-ft sailing dinghy. \$88,000. Chris (415) 680-0907 (lv msg).

HUNTER 42, 1990. Center cockpit, roller furling, main with Dutchman, Loran, Radar, windlass, 2 staterooms, 2 heads, heat, washer/dryer, microwave, TV/VCR. Beautiful liveaboard, cruiser. Fast, easy boat to sail. Lots of extras. Seattle, WA. \$179,950. (206) 281-8837.

40-FT MOTIVA STEEL KETCH, 1981. Danish motorsailer sailed from Denmark to San Francisco by owner for sale. Equipment: 120 hp diesel, autopilot, 2 steering stations, dinghy, re-frigerator, stove, loaded with navigational electronics. Very suitable for living on board. \$80,000. (408) 338-9733.

41-FT CHEOY LEE OFFSHORE KETCH. Richards design. Customized for round-the-world cruising. \$95,000 with Santa Barbara slip. (805) 965-2137.

ISLANDER 40-FT MOTORSAILER KETCH with 100 hp Chrysler-Nissan diesel, center cockpit, large aft cabin, excellent cruiser/liveaboard. \$65,000 b/o. (415) 656-2304.

CRUISING CAL 40. Modified interior. On private mooring in San Carlos, Sonora. \$55,000. Write or call for complete equipment list: Jim Austin, c/o Bogdanski, Apdo 334, Guaymas, Sonora, Mexico. Tel: 2-11-25 (in Guaymas).

TAYANA 42, 1986. Aft cockpit in excellent condition. SoPac vet and ready to go again. Radar, SatNav, ham/SSB, autopilot, liferaft, watermaker, dinghy/motor, reefer, TV/VCR, dodger, inverter and more. \$139,000. (805) 642-9021.

47-FT OLYMPIC CRUISING KETCH. 3 private staterooms, 2 heads w/showers. Access aft from either side. Large engine room. LPG oven/stove, heater. Hot water, refrigeration/freezer, autopilot. 8 person Zodiac liferaft, SSB, VHF, Loran, 8 sails. \$112,500. (415) 769-0527.

45-FT STEEL PILOTHOUSE, cutter rigged, 2 steering stations, well equipped for cruising or liveaboard, large aft cabin. Professionally built, commissioned 1988, circumstances force sale. Look or offer, reply: Boatowner, Box 428, La Conner, WA 98257.

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. One owner, professionally maintained, outstanding cruiser/liveaboard. Amenities include: Wood-Freeman autopilot, Grunert refrigeration, Furuno Radar and Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - make this one of the finest cruisers in the NW. Call for picture and specs. \$185,000. (408) 371-0180.

40-FT CHALLENGER Mexico Hawaii veteran. well equipped, good condition. All new canvas and upholstery, a spacious and comfortable liveaboard cruiser tri-cabin. \$57,00 firm. Call (415) 534-4317. No brokers.

YANKEE CLIPPER 48LOA, 41LOD. Garden designed F/G ketch, teak decks. Perkins 4-108, low hours. Loran autopilot with vane, remote. 12v refrigerator, planing dinghy w/o/b. Spacious teak interior. Wood stove. Exceptional joinery. Excellent, equipped cruiser. Comfortable liveaboard. Reduced to \$60,000. Call (415) 398-8170, (415)

SANTA CRUZ 40. Must sell, recent upgrades, new sails, interior redone, VHF, SSB, Loran, autopilot, refrig, dodger, propane system all safety equip, plus many extras and spares. \$89,750 b/o. (415) 563-3753.

40-FT CLASSIC WOOD SAILBOAT. Mahogany on oak cutter rigged for single-handing, Yawmar 3 cyl., well equipped for cruising. Built by Owens-Hinkley, 1948. Teak decks, windlass, dodger, berthed Pier 39. \$35,000 b/o. (415) 781-1244.

45-FT CUTTER, SS rig. FC hull, possible liveaboard situation, 95% ready, huge fuel and water tanks, 60 hp diesel, enclosed centercockpit, yachty teak interior, aft cabin double bed. \$39,000 ownerfinancing, low down. (415) 873-8008 (eves).

CARIB 41. Around the world cruiser, rebuilt hull, unsinkable, positive flotation, 100 hrs on new Perkins 108, new jib/main, spinnaker. Recent haulout and survey. Replacement \$100,000, resale \$65,000. Asking \$49,000 or will swap real estate equity. (415) 292-6657.

43-FT PILOT HOUSE MOTORSAILER, 135 hp diesel, 4 sails, SS rig, teak deck, mahogany hull, 250 gal fuel and water tanks, gorgeous interior, triple steering, hauled and ready. \$39,900 - low down possible. (415) 873-8008.

DEL REY 50, 45-ft factory made F.G. hull and deck, 12,400# lead ballast. Inexpensive storage/ working area, \$15,000. 3-53 diesel with 2:1 reduction gear, \$2,500. Wilcox head, \$150. Dickerson stove, \$200. All for \$17,000 or trade? (415) 932-4339

43-FT LOD, 72-FT OVERALL, English cutter "Aeolus." Newly built by 7th generation boat builder wfinest air-dried exotic woods, etc. Copper bottom, solid spars, traditional gaff rigged, Tanbark sails, Harken winches. A remarkable vessel, meticulously built for world cruising and racing. (415) 265-4610.

51 FEET & OVER

NEAR-NEW 58-FT LOA custom steel ketch motor sailer. Large fuel and water capacity, lots of electronics, very clean, nice design. Divorce forces sale. \$110,000. Will accept almost anything of value as part trade. (503) 776-7952.

65-FT MACGREGOR. ULDB 1987. Fast, fast, fast, Loaded, Tallrigrod rigging, Navtech hydraulics, 4 chutes, Hercules instruments, SatNav, Loran, RDF, SSB, VHF, Autohelm 6000, Combi stereo, 10-man Avon raft/cannister. \$140,000 b/ o. Call Steve (707) 447-3282.

DIANA 56-FT, 1985 Mull design, fast and comfortable world cruising/charter ready. Custom built, best equipment available. Mint condition. Call for brochure, specifications, extensive equipment list, recent survey. Located in La Paz, Mexico. \$395,000 b/o. (602) 577-t726, (602) 795-3994.

53-FT SLOOP, cold molded, John Spencer design, built NZ, 1982. Clipper Cup competitor with luxury teak interior. Fast, comfortable, easy to sail, great liveaboard. Ready for world cruise or trans Pac race. \$175,000. McKay, Box 30747, Honolulu, Hawaii 96820. (808) 845-8063, Fax (808) 524-1097.

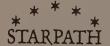
IRWIN 52 KETCH. All amenities to liveaboard/ cruise, upgrade interior, 3 staterooms, full electronics, autopilot, 6 sails t 2.5 kw generator, Achilles with o/b, sailing dyer, bimini with full plastic and screened enclosures, excellent condition, loaded. \$140,000. (504) 847-t079.

LEE'S BOAT DETAILING

WASHING . WAXING . POLISHING . OILING Keeping you proud of your investments (415) 794-9863

RICHARD T. CHRISTOPHER Marine Surveyor & Consultant

Serving entire Bay & North Goast areas • 40 years experience
Sail • Power • All Types of Construction • Wood a Specialty
Member: Society of accredited marine surveyors • ABYC
(415) 368-8711 (408) 778-5143



WIND - N - SEA YACHT DELIVERIES

Professional Experienced C.G. Licensed Free Estimates References (415) 523-9713

Celestial Nav Home Study Course, \$49 311 Fulton St., Seattle, WA 98109 (206) 284-8328 8,000 students since 1977

SAIL ALASKA

Cruise the Southeast Alaska Wilderness Bareboat and Skippered Charters. Gene Buchholz, Captain Waltzing Bear Sail Charters (907) 747-3608 4600 Halibut Pt. Rd., Sitka, AK 99835

OYSTER POINT REFRIGERATION CO.

Design - Sales - Service - Installation

Marine refrigeration specialistl Custom cold plate systems, authorized sales & service for Norcold and Grunert products. We service all major brands of yacht refrigeration. (415) 468-7736, 350 Glen Park Way, Brisbane, California

CLASSICS

MOVED TO CENTRAL OREGON. Must sell Erickson 27, 1973. Sleeps 5, head, galley. Complete set of sails. Readyfor great Bay sailing, berthed in Emeryville. Best offer takes. (503) 923-1825.

25-FT GAFF RIGGED YAWL. Beautiful classic lines, massive construction with tan bark colored sails. Designed in 1935by Boat Architect Douglas and built in 1965. Owner moving and must sell. Steal this boat at Alameda Marina. \$4,500 b/o. (415) 794-4234.

48-FT STONE BUILT IN 1901 as "World's Largest Catboat." Spent 50 years as a Bay tug. Rebuilt in late 70's, sailed Pacific as a schooner. 3 LD Yanmar diesel burns 1 3/4 gal/hr., one work mast. \$12,500 b/o, trades. (808) 968-6350.

MULTIHULLS

23-FT TREMOLINO TRIMARAN 1990 w/trailer and o/o. \$8,000 ortrade (deal)trailerable monohull to 25-ft. (408) 248-8587.

UNFINISHED NICOL CAVALIER 36-ft x 25-ft needs glass work on decks and cabin, all items necessary for completion: sails, winches, o/b, etc. First class gear and hardware. Reasonable offers only. Call (213) 426-4356 (after 6 pm), (213) 436-8444.

50-FT PIVER TRIMARAN. 1973 ketch, spacious and comfortable, new Perkins 4-108 diesel, mucho electronics including Radar, propane stove w/ oven, 108 gal water, Dometic refrigerator. \$85,000. Stockdale marine, Sacramento. (916) 332-0775.

CROSS 28-FT TRIMARAN. Spry lady needs caring owner. Lots of work done, needs more. Great Bayboat, 10 hp o/b, 4 sails, VHF, DS, inflat., head, sleeps 4 friends. \$5,000. (408) 241-5127 (eves).

POWER & HOUSEBOATS

QUALITY STYLISH DUTCH CANAL BARGE. 48-ft steel classic. Excellent condition. Low maintenance. Dry, warm. Wood paneled. Teak pilot-house. Romantic bedroom. DAF diesel engine/generator/2 large fuel tanks. Galley. AC/DC. Flash water heater. Pressure water with 2 tanks. (415) 331-2800.



PARTNERSHIPS

FABULOUS COOPER 416 SAUSALITO. Shared use available, pilot house sailboat, like new, share upkeep plus \$600/month. Experienced sailors, sec deposit, contact owner. (408) 970-0802.

37 PASSPORT 1987. Bristol and loaded. 1/2 partnership to single financially well-off female. Opportunity to sail, cruise and have your own boat in San Diego for the '92 America's Cup. \$70,000. Call Bradley (619) 523-1028.

MORGAN 38 PARTNERSHIP. Enjoy a well equipped SF Bay or ocean ready cruiser. San Francisco Pier 39 location. 1/4 time share for experienced sailors. Includes Loran, VHF, knotmeter, depth sounder, dinghy and many extras. \$300/month includes maintenance, slip, insurance, etc. Security deposit required. Call (415) 329-2009.

UNIQUEOPPORTUNITY FOR SERIOUS CRUISERS - Adventurers! (male or female). Cruising yachtsman putting together an owners/crew syndicate to purchase 50 to 60-ft motorsailer for cruising worldwide. Looking for mature, stable, physically fit persons w/an adventurous flair. (No druggies, pervens, homosexuals.) My experience is worldwide w/100,000 + cruising sea miles: manager, mech. eng., prefer doing my own maintenance & a disciplined happy ship. If interested, let's talk it over! Contact JRVD, (619) 222-6831, or write P.O. Box 60585, San Diego, CA 92166.

PARTNERSHIP IN 42-FT SAILBOAT. 1/4 interest with no entry cost or down payment. \$350/month covers all operating cost, berth, insurance, maintenance, repair allowance, etc. Berthed in Sausalito. "Camille" was built in New Zealand as a "gentlemen's ocean racer": very fast, very stable, and a nice interior. The boat is well equipped for all kinds of sailing. She was first in the 1990 Danforth PHRO series (spring offshore races for N. CA PHRF handicap). "Camille" has gracefully handled up to 10 land-lover guests on business/social cruises of the SF Bay. Must be congenial and considerate person. No screamers allowed to race on boat. Will consider novice sailor with strong interest in sailing. Call Bill Permar (415) 331-7335, (415) 459-3311.

CATALINA 30 FLEXIBLE TIMESHARE, \$250/ month. Pier 39, S.F. New Yanmar 24 hp, VHF, DS, 3 sails, wheel steering, clean and extremely convenient. Miss the costs but not the fun of sailing our Bay area. (415) 731-4956.

TRADE

TRADE EQUITY in single-family home for 38 to 45-ft sailboat. (408) 378-4790.

CAPO 26. See prior *Latitude 38* ad. Terrific, all conditions, fast, competitive single-handed off-shore racer, perfect serious sailor's first boat, fun family sailer. Trade: larger cruising sailboat (fixer-upper okay), aircraft, multihull, classic auto, secured promissory notes. (415) 636-4302.

TRADE OUR BEAUTIFUL HOME in San Jose/ Costa Rica valued \$65,000 for a 38 to 50-ft ocean going sailboat in repairable or good condition with plenty of cruising gear. Will consider any option. Call Michael (707) 996-3718 (eves).

TRADE POSITIVE CASH FLOW real estate near Yosemite for yacht in the \$500,000 range. Call J.B. (707) 257-1870.

WANTED

NEED MAIN SAIL - LUFF 35.6, FOOT 14.6. Prefer very good condition. Have cash or outboard. (415) 891-2731 (office), (415) 547-5363 (eves).

CRUISING EQUIPMENT FOR A 36-FT SAILBOAT. 1) LectraSan waste treatment system. 2) Gale Rider. 3) Self-steering for a tiller. 4) Storm anchor. (408) 923-0353 (eves).

IF YOU WANT TO SELL you 27 to 31-ft cruising monoortri-hull sailboat for about \$20,000 and can finance it yourself, I can pay 25% down and will pay 10% interest. (415) 523-6303.

BOAT TRAILER WANTED for Olson 30, a 30-ft keelboat weighing about 3,800 lbs. Must have 2 axles and brakes. (415) 455-8056 (lv msg).

40 TO 47-FT cutter rigged sailboat. No ketches. Prefer equipped for extended offshore passage (ham/SSB, watermaker, good sail wardrobe, etc.) Will pay up to \$145,000 cash. 1982 or later models. (805) 984-0050 (lv msg).

NEED TRAILER for a 25-ft Catalina fixed keel, double axle, will pay cash. Also looking for good 8-ft sport boat, Avon, etc. Call collect anytime. (702) 588-8957.

36 TO 46-FT FIBERGLASS SAIL Will trade 25% working interest in oil wells producing 10 bbl oil/day for fun and clean boat. (707) 542-8100 (days), (707) 433-1075 (eves).

TRIHULL OR CAT IN 25 TO 40-FT RANGE, i.e. MacGregor 36, Searunner, Trailertri, etc. West coast area preferred. Fixer upper or project o.k. Have cash or trade MacGregor Venture 25. Call Chuck (916) 345-2932.

LIVEABOARD WANTED TO RENT. Professional man looking for cabin cruiser or houseboat to liveaboard. Neat, quiet, responsible, references available, no boat privileges needed. Must be nice! Mr. Corcoran (800) 235-6646, ext 329.

* Bea Bould

CRUISING MULTIHULL with minimum of 3 staterooms w/heads, spacious salon and galley areas, modern fiberglass constr. Clean, late made. (209) 962-5834, P.O. Box 1188, Groveland, CA 95321.

DIESEL GENERATOR 3.5 to 5 km, fresh water cooled, reasonable. (415) 237-5088.

SANTANA 22 IN MINT CONDITION. Must be near-perfect cosmetically, inside and out. Should have good standing rigging and spreader/chain-plate upgrades. Spinnaker and racing hardware not required, a few hull blisters and keel scale ok. Will pay up to \$3,000. (415) 540-7968.

USED GEAR

USED PERKINS DIESEL ENGINE 4-108. (415) 524-6992.

SATNAVS: Magnavox 4102 - not used since factory repaired - \$400. Navstar 2000 - never used and still in box - \$600. Units are in Berkeley but call David (303) 925-4235.

BATTERY CHARGER. "Professional Mariner Dura 30/50." 30 amp 12 vdc power supply w/50 amp 3-bank battery charger. West Marine price \$299 + tax. We're asking \$210. (415) 363-2137.

HOOD STOWAY MOTORIZED MAST, boom, spreaders/shrouds, mainsail, originally for Skye 51 cutter. Mast approximately 73-ft overall, bury 7-ft, boom 18-ft. Never used, less than half price at \$15,000 b/o. Call Graham (415) 961-5970 (eves).

HONDA OUTBOARD LONG SHAFT 10 HP, extra prop. Call J.B. (707) 257-1870.

USED SAILS. Main: luff = 51-ft, leech = 52.4-t, foot = 14.5-ft, 9.0 oz., \$350. Jib: luff = 53-ft, leech = 46-ft, foot = 22.5-ft, Lp = 190-ft, 7.0 oz., \$300. Call Robin (415) 332-4104.

J-24 PORTA-POTTI and stove. East coast built. \$5,000. (415) 697-5382.

GREYMARINE 225 HP V8 - 327 cu, 1:1 Velvet drive, completely overhauled, motor mounts, new manifolds, alternator, heat exchanger, etc. Drop in motor. \$1,800. (415) 871-0712 (eves).

TRAILER, adjustable for fixed-keel sailboats such as J24, Olson 25, Express 27. Brakes, lights, new condition, (almost unused). Price negotiable. (415) 926-2928 (days), (408) 996-3506 (eves and weekends).

SANTANA 22 RACING SAILS, jib and main, by North. High tech, many extras, low mileage, maintained well, good condition. Proven winners. This same set used to win the 1988-89 BYC/MYCO Midwinters. Asking the surveyed value: \$893 b/o. Call Mike (415) 967-7886.

DELTA BLUE

Fine Woodworking Mobil and Shop Facilities Reliable and Complete Craftsmanship (415) 332-5316

PLANNING ON SAILING OFFSHORE?

We can help you realize your goal of cruising within your budget, In comfort and safety. John Neal & Barbara Marrett's 20-hr weekend Offshore Cruising Seminar includes demos, lectures, films, 190 pg. notebook. LA: Feb 9 & 10, San Diego: Feb 16 & 17, Millbrae: Mar 9 & 10. Brochure: Armchair Sailor, 1500 Westlake N., Seattle, WA 98109, (800) 875-0852

YACHT REPAIR

Fiberglass Work • Blister Repair • Wood Repair Expert Paint & Vamish Work • Decks Refinished All Work Guaranteed Reasonable Rates 15 Years Experience (415) 331-9850

FIJI CHARTERS

Couples, Dive Groups, Corp. Getaway w/Captain & Gourmet Cook Pacific Trimaran Charters P.O. Box 53, Clearlake Park (707) 994-2321

BOAT GRAPHICS WITH PERSONALITY!

In pressure sensitive adhesive vinyl/mylar.
From the simplest to the most elaborate we do it your way!
And you can afford it.
SeaScript (415) 651-7326.

FALL/WINTER UPKEEP FOR YOUR BOAT

Hire BOATWORKS for cleaning and detailing over the cool wet months to avoid mold and mildew. We're the oldest boat maintenance business on the Bay. Insured, Bonded, Free Estimates

Call Terri (415) 834-3990

2 VELVET DRIVES. One with built-in V drive, 1.25 to 1, \$500. One 2.91 to 1 velvet drive, \$400. Both in good condition. (415) 454-5328.

MERCURY MOTOR 7 1/2 hp. \$275. Call J.B. (707) 257-1870.

433 NISSAN MARINE DIESEL. Excellent condition, complete with very extensive spares and manuals. In the boat and running strong - call for details. (619) 425-6034.

TI5000 SATNAV, works good, \$285. Anchors, all in good condition: Danforth \$1600, \$35; Danforth 75 lbs take apart for easy stowage, \$85; CQR 45 lbs, \$200. Laudhailer, Raytheon 350 provisions for alarm system, outside speaker, \$100. Alder Barbour combi-cold refrigeration compressor like new, \$400. Class C EPIRB needs batteries, \$50. (415) 522-3437.

SCITEX SATNAV, \$600. Fathometer rotary, \$1,200. Sony all-wave receiver, \$100. RDF radio, \$100. Signet tiller-autopilot, \$200. Overboard light, \$25. Sextant, \$50. Horseshoe life nng, \$100. Signal flags, \$75. Signalling light, \$50. Spinnaker pole mender-tube, \$50. Teak bookshelf, \$25. Rescue throw, sunshower, pressure cooker, 25'1" id hose, oil changer, sheaves, sheet-stopper, celestial tables, charts for S.F. to Mazatlan, Hawaii, Tahiti, all W. Europe, some Medit. (half price). (415) 445-2540 (days).

GAS ENGINE, 1958 Greymanne Sea Scout, with a history and character much too extensive for this ad. It still runs, and may last another 32 years. Alternative uses include as an art object, permanent mooring, furniture base, spare parts, prime mover (and shaker), or a teaching aid in engine shop 101. Calleither the Tom List Gallery, Sausalito (415) 332-LIST, or Peter English (415) 456-8355. Proceeds will be donated to the Blackaller Fund for Youth. Best offer by January 31, 1991.

MISCELLANEOUS

UNLIMITED COUPLE MEMBERSHIP CLUB NAUTIQUE. All privileges, including lessons, sail and powerboat use. Save \$1,0001 Price increase February 1. (209) 772-2487.

HOUSE FOR SALE IN MARQUESAS ISLANDS. Excellent place to create a ships chandlery. English speaking technician and manager available on place. \$300,000. Write to Christian Kervella, P.O. Box 08, Hakahau Ua-Pou, Marquesas Islands, French Polynesia. Phone (689) 925 125, Fax (689) 925 389.

NEED A BOAT SITTER? Cornell U. student working as intern in S.F. 1/91 - 8/91. Dependable, responsible. Interested in exchanging services for room and board. Have car. Male. Temp. # (503) 655-4692. Ask for Chris.

OFFSHORE CRUISING SEMNAR. Exciting 20hr weekend course covering: Cruising Medicine, Outfitting, Finances, Provisioning & morel John Neal and Barbara Marrett look forward to sharing the most up-to-date info. LA: Feb. 9 & 10, San Diego: Feb 16 & 17, San Francisco: Mar 9 & 10. Armchair Sailor, 1500 Westlake N., Seattle, WA 98109. (800) 875-0852.

NEW SAILS. Main: luff = 27.75-ft, leech = 28.75-ft, foot = 7.25-ft, 7.5 oz., \$275. Genoa: luff = 31.4-ft, leech = 30.2-ft, foot = 16.3-ft, Lp = 15.3-ft, 4.5 oz., \$350. Jib: luff = 26.7-ft, leech = 25.2-ft, foot = 12.7-ft, Lp = 11.7, 7.5 oz., \$350. Genoa: luff = 36.3-ft, leech = 35.5-ft, foot = 22-ft, Lp = 20.7-ft, 4.0 oz., \$400. Call Robin (415) 332-4104.

MILDEW AND ODOR PROBLEMS? I can rid your boat of all mildew and odors for at least 3-6 months. 3-month money back guarantee! South of Bay Bridge - \$75. North - \$100. Call Craig (408) 252-9500, (415) 964-8069.

AUTOHELM 6000. Linear drive, Type 1. Never used. Was spare for South Pacific cruise. No longer needed. Still in original boxes. \$1,500 b/o. (415) 332-1712, (916) 583-3098.

SURPLUS BOAT BOTTOM PAINT: hard, red vinyl anti-fouling bottom paint. Mfg. Woolsey 72% copper. Our price \$50/gal. Reg. price \$180/gal. Also black vinyl available. Other mfg. available -Int'l Micron CSC. Our price \$50/gal. Reg. price \$214/gal. (415) 588-4678.

DISCOVER SAILING BEYOND THE GATE. Learn coastal piloting, SatNav, Loran C, Radar, windvane and more. For details, call (415) 332-4579

LIVEABOARD SITUATION. Alameda or S.F. location, \$495/monthly, get full credit towards purchase for 1 year. Let's talk. (415) 873-8008 (eves).

SURPLUS MARINE PAINT. White epoxy 2-part 10 gal kit, \$150. Grey epoxy 2-part to gat kit, \$120. Mfg by Devoe, Chris Abbott (916) 777-7018

BERTHS & SLIPS

LIMITED OPPORTUNITY. A few berths are available on beautiful, quiet Tomales Bay at the Golden Hinde Marina. 15-ftto 33-ftslips from \$48/month. Restaurant/bar, boat ramp, fishing pier, gas, storage. (415) 669-1389.

FOR SALE: WELL-LOCATED PIER 39 50-ft and 36-ft boat slips on desirable east side of Marina. Make reasonable offer. (415) 326-6615.

PIER 39 D13 Dk, for rent, \$255. (213) 622-5033, (818) 347-3778 (eves).

CREW

39-FT STEEL SAILBOAT seeks crew for summer 1991 trip Seattle to Alaska's Aleutian Islands and back. 10459 132 Ave., NE, Kirkland, WA 98033, (206) 827-6133.

MALE, 31 GOING ON 14, Express 27 racer, intelligent, athletic, attractive, successful with sailboat on South Bay wishes to meet Lee Helm or similar spirit for sailing, friendship, adventure. Call Ross (415) 780-4634 (days), (415) 851-0809 (eves).

COMPATIBLE LADY NEEDED to help cruise 35-ft steel cutter throughout South Pacific. N/S, desire for cruising lifestyle important. Well-equipped proven boat leaves Florida early 1991 for Bahamas and Canal. Meet in California, Hawaii in Dec/Jan. (415) 670-0752 (lv msg).

FEMALE EMERGENCY MEDICINE PHYSICIAN, experienced sailor, gourmet oriental cook, dynamite smile, fluent Spanish, available to crew. (415) 843-7237.

WANTED: EXPERIENCED SKIPPER WITH BOAT in April. Will pay \$1,000 and share expenses to teach me the ropes of sailing the blue waters in South Pacific, Mexico, Caribbean or Med. Must be 40-60 years old, enthusiastic, mature and lots of humor. Non-smoking and drugfree please. Am 45 WWF, attractive, slender and fun loving world traveller. Write and enclose recent photo to HS, P.O. Box 2403, Truckee, CA 95734.

DEPENDABLE CREW AVAILABLE for weekendcruising or racing. Over 15,000 miles offshore but limited racing experience. Knowledgeable, fit, 34 and real easy to get along with. Will help with light maintenance. Prefer city-front based boat. Call George (415) 771-7618.





EXPERIENCED OFFSHORE SAILOR to cruise anywhere warm: 2-9 months. Age 31 male professional with time to enjoy sailing. Skills include electronics (SSB, GPS, Loran), navigation, cooking. Seeking safe, well-equipped 38-ft + boat. Call Jim (408) 998-2753.

CREW WANTED for fast 53-ft sloop for sailing and racing on S.F. Bay and local offshore. 10 bags of sails, 3 spinnakers, etc. All positions open. Experience preferred. Kim (415) 589-8830.

TWO ABLE-BODIED SEAMEN AVAILABLE immediately to crew to Los Cabos. Financially responsible, healthy, good Spanish, good cook. Please call Robert (415) 322-4452. Thank youl

WISH TO SHARE A SAILING ADVENTURE in the Virgin Islands? If you are female under 40 years, fit and without medical needs. If parties, lone lagoons, swimming (nude?), diving, the Baths, Bitter End are you, call Bob (415) 692-7458.

SAIL EAST COAST AUSTRALIA. Depart San Francisco 4/25, return 5/12/91. Need one or two persons to share cost. Approximately \$3,000/ person, including airfare. Phone Neil evenings and weekends (415) 633-1982.

CREW ON YOUR SAILBOAT. Southbound, I am looking to crew to Southern CA, Cabo, etc. Available immediately (no time frame), experienced Bay sailor. Single, male, age 31. Call Steve (916) 426-9503 (eves best), (916) 583-9319 (lv msg).

SOUTH PACIFIC, MARCH 1991. Seeking warm, good-natured, intelligent, educated, capable, nonsmoking, high-energy lady to join my son and me as one family to cruise South Pacific and beyond. Plans fluid: become involved with the peoples of other countries rather than join the boat-partying scene. Share expenses. Vegetarian tolerated. Diet and travel ideas welcome. Classical or folk music lover preferred - woodwind or guitar player ideal. 50-ft proper fiberglass ketch. Limited storage, family visits ok. Sunday through Tuesday (415) 697-5382.

BEARDED SAILOR, attractive, experienced (USCG licensed captain) laughs, smiles, communicates, has I.Q. above room temperature, now running on 3/4 time for duration of 2-year Caribbean s "ing/cruising sabbatical, seeks female crew 25-40. Long or short term. Prefer experience but enthusiasm, positive attitude and willingness to learn are definite pluses. Honest compatible company more important than romance. Photo, phone please (206) 246-3983 or write Rik, 1323 SE 17th St., Suite 412, Ft. Lauderdale, FL 33316.

LOOKING FOR BLONDE BIMBO, forget it. I'm a SW male, 29, lots of fun, and a caring human being. Experienced Bay racer w/minimal coastal experience. Educated, jack of all trades-type, hard working and enthusiastic. I want to cruise w/ you. I'm completely flexible and dependable. Great company, I know when to shut up and when to talk. Call me, Dana Fox, (415) 337-0739.

OFFSHORE CRUISING SEMINAR

Exciting 20-hr weekend courses covering: Cruising Medicine, Outfitting, Finances, Provisioning and more! John Neal and Barbara Marrett look forward to sharing the most upto-date info. LA: Feb. 9 & 10, San Diego: Feb. 16 & 17, San Francisco: Mar 9 & 10. Armchair Sailor, 1500 Westlake N., Seattle, WA 98109, (800) 875-0852.



EAST BAY SAIL CLEANING

One week on sail repairs.
Free estimates.
Bogart-Goring Sailmaker.
(415) 523-9011

***** MARINE ENGINE SURVEY *****

Physical Inspections, Oil Analysis, Photographic Ferrography, Computer Oil Sample Comparison, Written Reports, Litigation Preparation (415) 522-7300

SAIL HAWAII FOR ADVENTURE

Relax aboard comfortable Gulfstar 50. Flexible itinerary, snorkel, lish, whale-watch, great food, 20 years experience, personalized 6 person maximum.

Fax (808) 885-6514, Phone (808) 885-5401

P.O. Box 44335, Kamuela, Hawaii 96743

SEVEN SEAS YACHT CHARTERS

Offers hundreds of fine power and sailing yachts for a Caribbean or Mediterranean cruise tailored and catered for you.

Elegant cuisine, personal service, surprisingly affordable.

Call (800) 346-5355.

FERRARI BOATWRIGHT SERVICES

All marine woodwork.
Full shop and mobile services.
Dry Rot, Planking, Spars, Interiors Designed & Built.
453-5051

FEMALE CREW WANTED. Depart S.D. April, 1991 for world cruise via South Pacific in a 50-ft sailboat. Owner/skipper is a young retired professional and lormer sailing instructor with a good sense of humor. Should be non-smoker, straight, petite, physically fit person who likes ocean sailing, enjoys cooking and is an adventurer at heart. Please write (a photo would be appreciated) to Peter Banks, Suite 77, 405 West Washington Street, San Diego, CA 92103.

EXPERIENCED SAILING COUPLE WANTED BY SAME (30's, ex-yuppies, with infant daughter) for crew to Hawaii, South Pacific, New Zealand Australia. Departing March 91 on Beneteau 42. Ocean experience essential. Reply: Crew, POB 67124, Scotts Valley, CA 95067-7124.

FEMALE CREW OR COMPANION WANTED by experienced skipper of 40-ft sailboat leaving Seattle in spring for Alaska, then Mexico for winter, then open. Should be healthy, fit, N/S and have experience. Write Box 211, 117 E. Louisa Street, Seattle, WA 98102-3203.

NEED CREW FOR ETCHELLS RACING to qualify and race in the 1991 World's in the Bay. If you are experienced and race-wise, heavy (200+), enthusiastic and can make the commitment, please call (415) 548-4159 (days), (415) 547-0685 (eves).

LOOKING FOR CREW - 43-ft racer/cruiser now in New Zealand. College buddy had to return to ratrace. Boat and I will continue through S. Pacific. I would enjoy the company of a woman this time. Please forgive my shallowness - I prefer intelligent, curious, athletic and humorous types. Experience a must. Please call ASAP. I return to N. Zealand end of January. Rick (209) 931-1706.

EXPERIENCED SKIPPER and fine sailing vessel will consider several interesting and serious responsible people to sail to Hawaii and eastern Caroline Islands. Depart April 1, back in September. Share small expense. Bill (415) 459-1775.

NON-PROFIT

ERICSON 27 OWNERS. There is a one design. fleet in the Bay. Cruising, racing, partying. We want to meet you. For more information, call Craig Haggart (408) 739-1904 or write E-27 Fleet One, 730 Liverpool Way, Sunnyvale, CA 94087

JOB OPPORTUNITIES

SAILMAKING/INDUSTRIAL SEWING position available immediately in small South Bay sail loft. Excellent opportunity for creative, industrious person with experience. Variety of custom and production work. (415) 858-1544.

OFFICE POSITION AVAILABLE in small South Bay sail loft, part-time immediately, full-time later. Involves customer service and billing. Some sailing knowledge, computer/wp skills, and a personable, conscientious attitude desired. (415)

ESTABLISHED SAILMAKER located in Hawaii has an opening for Loft (production) manager. Manager's responsibilities include all aspects of sail and awning manufacture. Additional responsibilities would be marketing, planning and scheduling. Fax your resume to us now at (808) 523-3045.

SAILING INSTRUCTORS. Olympic Circle, the Bay's busiest and highest rated sailing school, has several openings for instructors. Must have extensive sailing experience, strong seamanship and communication skills. Excellent wages and curriculum support, liberal boat use privileges. Call Rich (415) 843-4200.

TOO LATE TO CLASSIFY

WAVELENGTH 24. Price reduced from \$14,500 to \$12,500! Owner just bought another boat, motivated to sell. Fully equipped for racing. VHF, depth, knotlog, Kevlar/Mylar sails, Harken gear, trailer and o/b. Call (415) 521-5370 (days), (415) 769-1506 (eves).

CATALINA 22-FT, 1972, swing keel, pop top & cover, new cushions, head, curtains, VHF radio, dinghy, 6 hp Evinrude, Coyote P. berth. \$4,000. (415) 792-8036, (415) 852-4409.

RANGER 23, great Bay boat for racing/cruising. O/B, VHF radio, lifelines, Sausalito berth. Likenew C-cut North spinnaker, new North 155% genoa, North main with long battens, storm jib. This is a sturdy boat and fun to sail. \$6,500. (415)

CHEOY LEE FRISCO FLYER, 26-FT. Teak 1958, diesel, VHF, stereo, depth sounder, compass, CQR w/chain, Danforth, propane stove, good shape. 5 yr owner bought older, larger, wooden boat. \$7,000 b/o. (415) 377-0875.

ISLANDER 28, 1982, Yanmar diesel, excellent Bay boat mind condition, furling jib, VHF, auto bilge pump, jiffy reefing, auto battery charger, Lewmar winches. Priced for quick sale. \$19,950. Call Joel (415) 939-4242 (days), (415) 672-6586

RHODES WINDWARD 33'6" LOD, 8'6" beam, built 1948 Richmond Boat Works, Alameda Marina benth, cedar on oak frames, mahogany interior and top sides, teak deck, Lazy Jacks, full cover, new cockpit, engine, galley, head, toe rail. \$15,000 b/o. (415) 865-6427.

65-FT MACGREGOR, 1986. Very light use, low engine hrs., cruising rig, Signet speed, depth & wind, Navtechyd., vang, maxiprop, Loran/plotter, VHF, h/c pressure water, refrigeration, MOB system. Experience maxi speed & performance at only \$110,000I (415) 332-2430.

16-FT 505, PARKER #5971. New spars, lots of extras. Very good condition. Priced to sell at \$1,500. (415) 235-7830.

CHOATE 27-ZOT!! A great looking and highly successful racer/cruiser. Lots of boat for the money. \$10,500 b/o. (415) 235-7830.

MASON 37. Traditional cutter imported by Hans Christian. 1/3 time-share. Radar, Loran, Autohelm 7000, depth, speed, h/c water, color TV, microwave, spacious master stateroom. \$340/ month including maintenance, slip, insurance, everything. Experience, references, and deposit required. (415) 969-3069.

ISLANDER 30 MK If, 1971 with Atomic 4. A solid reliable boat and fun to sail, but the retired owner is retiring from boating. All systems go but needs TLC. Call Dick (707) 252-2241.

NORDIC FOLKBOAT, 25-FT, 1951. Recent haulout. New chainplates. No rot, no worms, ready to sail. British Seagull o/b. \$2,500. (415) 655-9311.

1976 JET SKI. Everything new including pump and prop. Will trade for power survivor or other cruising equipment. No room for it on the boat! Or sell for \$1,500. (415) 655-9311.

SANTANA 27. Great family boat, sleeps 4, enclosed head, settee, galley w/ref., Atomic 4 in-board, VHF, depth sounder, large sail inventory, tabernacled mast. Must sell. \$9,500 b/o. (408)

35-FT COLUMBIA SLOOP. Excellent condition, Albin diesel, fresh water cooled, battery charger, refrigeration, roller furling jib and main, Autohe propane stove/oven/water heater, Espar cabin heater, custom davits/wood dinghy. Very roomy cruiser or liveaboard. \$39,000. (415) 454-7586.

ERICSON 39. Radar, SatNav, Loran C, all electronics. Well equipped. Many extras. Liveaboard or sail away. Recent insurance survey, \$60,000. Well maintained, excellent condition. Make offer. (415) 244-9771.

1 USED WATTS DACRON 150% GENOA, "I"37ft "J" 12.25-ft. 1 used Watts Dacron 3/4 oz. spinnaker ht. 37-ft, width 24-ft. Price: purchased together \$400. Purchased separately, genoa \$200, spinnaker \$300. Both in very good condi-tion. (415) 284-1537 or (415) 930-6880.

TARTAN 30, 1974. Must see to appreciate. Many extras! \$17,000 b/o. Tod Detro (415) 948-9722, (415) 967-6301.

THIS ONE MUST SELL, 83 Hunter 31. Excellent condition, many extras. Call me to take a look. (707) 823-9669 (lv msg).

28-FT GULFWEED KETCH. John Hanna design. 1957 fir and oak. Albin diesel, birds-eye maple interior. Gaff main with Marconi mizzen. Beautiful boat. \$9,500 b/o. (415) 332-2468.

ARIES 32, 1975. Heavy weather cruiser. Brand new Perkins diesel, new Hood Stoboom still in carton, new gelcell battery, new 3-step Ample Power charger, new head, new water system, allteak interior, recent survey, possible financing. \$31,000. (415) 332-2468.

RESPONSIBLE BOAT SITTER - weekdays. I'll pay slip fees and keep boat in shape. Call (415) 456-6861.

WANTED: PROPANE 3 BURNER STOVE/OVEN with tanks, lines, etc. Hot water heater with exchanger pref 20 gal, marine diesel generator, cabin heater. Call Paul (415) 549-0737 anytime.

COLUMBIA 30, Atomic 4, very roomy, sleeps 6, 4 sails, alcohol stove/oven, VHF. \$12,900 b/o. Will trade down for trailerable sail or power boat. (916)

30-FT HUNTER, 1980. Roomy, comfortable cruiser w/dodger, wheel steering, Yanmar diesel, VHF, dual batteries, shore power. H/C pressure water, microwave oven and more. Alameda area. \$27,000. (408) 298-6504 (eves).

ROBERTS 43 AIREX cored hull with no deck. Has masts for ketch rig, diesel engine, Edson steering and many more parts to finish the boat. \$20,000. Call for list of equipment. Call (408) 685-9735.

65-FT MACGREGOR 1987 TALL RIG. Rod rigging, Navtec hydraulics, Hercules insturments, SatNav, Loran, RDF, VHF, SSB, autohelm, Combi stereo, 10 man Avon raft. Business setbacks force sale. \$140,000 b/o or trade? Call Steve (707) 447-3282.

47-FT VAGABOND, 1979, "Moonchild," with South Pacific experience, unique, beautiful ketch for sale by owner. Queen aft cabin with windows. \$128,000/negotiate. Call for appointment or photos, 2900 Westlake Ave. No., Seattle, WA 98109, (206) 285-6040.

LIVEABOARD SAILOR 64. Seeking special female to share experiences with Aboard '75 Camber Nichilson ketch. Objective: chasing rainbows. Photo. Letter. Sarifundy's Marina, "Rakasas," Brakkeput Ariba 5, Curacao Netherlands Antilles.

MARITIME ATTORNEY

Resolving warranty, purchase/sale, forelosure, charter, construction, accident and tax problems since 1960. Practical sailing experience counts...over 40 years racing/cruising from Mexico to Canada. William E. Vaughan, 17 Embarcadero Cove, Oakland, CA 94606 (415) 532-1786



A & L MARINE

Custom Marine Cabinets & Woodwork Jerry Lawrence • (415) 533-0394



Lon Woodrum, Prop. (415) 332-5970

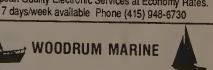
WOODRUM MARINE

ION ELECTRONICS, FRIENDLY SERVICES

All electronics on board Service, Sale & Installation

Call anytime for Free Estimate & Consulting

European Quality Electronic Services at Economy Rates.



25 years experience Marine Carpentry

Competent

Specializing in interior and exterior alterations and repairs. Custom designing and construction in wood or fiberglass.

Dependable

U.P.C CUSTOM MARINE CANVAS

QUALITY CANVAS AND UPHOLSTERY

Dodgers Delta Enclosures Sailcovers Cushions Wheel-Binnacle Covers. Also repairs and window replacements Udom "Pon" Clark (415) 536-4119.

WOODEN BOAT SPECIALISTS

Yachts & Commercial Vessels - Built or Repairs Hulls, Decks, Spars, Tradition Rigging, Paint & Varnish (415) 265-4610 Outstanding Reputation and Reasonable

page 156



CUSTOM CANVAS CUSHIONS interior/exterior

71 LIBERTY SHIP WAY SAUSALITO, CA 94965

(415) 332-9593

Free Estimates

ROLLER-STAY for Hank-On Sails by MARINER

The Roller-Stay is the only furling system in the world that works with your existing hank-on sails. It doesn't need a tunnel luff extrusion and neither do you

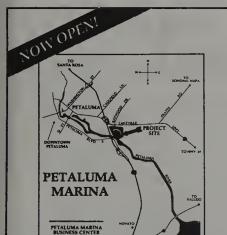
In fact, hank-on sails are better for most sailors. Why? Because they remain attached to the headstay throughout a sail change. That makes foredeck work safer, requires less crew and gives you peace of mind.
So don't change your

hank-on sails, improve them with a Roller-Stay.



2280 Shasta Way 106, Simi Valley, CA 93065 (805) 522-9091 • Fax (805) 522-6218







- 190 berths, ranging in size from 22-40' plus end ties.
- Competitive berthing rates.
- Free public launch ramp.
- Great access from San Pablo Bay, located on scenic Petaluma River. • 1-1/2 miles downriver from
- historic Petaluma downtown.

CITY OF PETALUMA

Baywood Drive at Lakeville (Hwy 116 Offramp-Hwy. 101) Petaluma, CA 94954

(707) 778-4489

REFRIGERATION, WATERMAKERS & INVERTERS FOR POWER & SAIL

25 Years Experience Factory Authorized Technicians

- Grunert Marine Air Systems
 - Adler Barbour •Trace •

See The New 80 Gal Per Day 12V Watermaker by Recovery Engineering

NAU•T•KOL

(415) 235-4411

320 A West Cutting Blvd.

Richmond, CA 94804

VOLVO PENTA

- FACTORY TRAINED SPECIALIST DOES ALL SERVICE WORK
- ONE OF THE LARGEST **VOLVO PENTA PARTS INVENTORIES**
- TECHNICAL HELP
- SMALL ORDERS AND DEALER ORDERS WELCOME
- WE SHIP VP PARTS & **ENGINES WORLDWIDE**

CALL TOLL FREE NATIONWIDE 1-800-326-5135



MARINE SERVICE

45 THIRD STREET SAN RAFAEL,C A 94901 (415) 453-1001 FAX (415) 453-8460



NEILPRYDESAILS

CUSTOM CRUISING & RACING SAILS

3020 Bridgeway, Sausalito, CA 94965 PHONE: (415) 332-6167 FAX: (415) 332-6169

KENT PARKER

Marine Surveyor

Purchase Surveys Trip Survey Appraisal of Damage Casualty Reports Mast Surveys

P.O. Box 2604 San Rafael, CA

(415) 457-5312

Emery Cove Marina LONGITUDE 122º 18' 30' W

LATITUDE 37º 50' 20' N

The Perfect Location!

- Convenient to San Francisco and the East Bay.
- 30 to 60' doublefingered berths.
- On-site security and card key system.
- · Showers, toilets, washer and dryers.
- · Water, telephone and 30 or 50 amp electricity each berth.
- Dock boxes.
- · Pump-out stations.
- Rate: \$4.50/ft downwind. \$5.00 upwind



For more information on the Bay's finest Marina, call (415) 428-0505. Or, write for more information: 3300 Powell St., Emeryville, CA. 94608.



REPAIRS HAYNES SAILS

A full service sail loft

70-U Woodland Avenue San Rafael CA 94901 (415)459-2666

SPARKY ARINE ELECTRICS

YOUR ALTERNATIVE ENERGY DEALER

- Solar Panels
 Inverters
 12V Appliances
- High Amperage Alternators, Regulators
 Solar Nicad Battery Chargers
 TAA" to "D" Cell
 Energy Efficient Lighting
 12 Volt Bedwarmers
 3 Widths 24", 46", 60"
- All 5-ft Long, 5.0 to 6.7 Amps Draw And Much, Much Morell

Call Dennis At:

(415) 332-6726

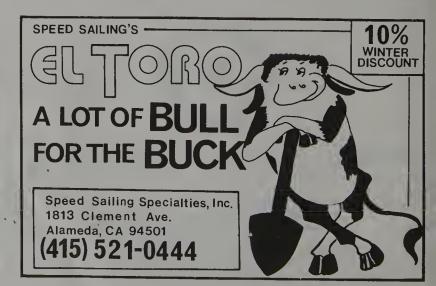
Located in Sausalito in the Schoonmaker Building, #160



69 Liberty Ship Way • Sausalito, CA 94965

- Complete Marine Engine Service
- Authorized SPerkins Dealer
- WE SERVICE ALL MAKES
- Used and rebuilt Engines From 1 to 8 Cylinders

(415) 332-5478



Donate your boat to the Sea Explorers



Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating into the youth who participate in sea exploring.
 Sea Explorers are looking for any craft, power or sail, in serviceable condition.

Contact: Dave Dunakin (415) 638-3600

Sea Scout Division San Francisco Bay Area Council



PENINSULA CANVAS You know that we build a great dodger, now we'll GUARANTEE it Contact us about our NEW 3 year or 30,000 nautical mile dodger warranty 629 Bair Island Rd., Redwood City, CA 94063 PENINSULA MARINE SERVICES 639 Bair Island Road #8 • Redwood City, CA 94063 (415) 366-2636 · Fax: 366-1938 **Factory Authorized Dealers For:**



POWER OR SAIL

• DELIVERIES - Coastal and Local, Yachts to 100 tons.

New! - BUYERS ASSISTANCE - Want to look at 4 or 5 boats but don't have the time? Hire a captain receive an unbiased 3rd party written report of each boat along with still pictures and a VCR review.

• SEA TRIALS - Owners/Brokers need help performing sea trials. Hire a captain and let the boats' performance complete the sale.

Licensed Captains and Experienced Crew Available.

CRUISING SEAS BOAT DELIVERY SERVICE CAPTAIN DUKE COMBS (707) 746-7190



WESTERBEKE

SEA THE FINEST! JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!

CERTIFIED

Velvet Drive®

MARINE TRANSMISSIONS

aquadrive

cvaunit

The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

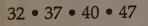
Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTION will be used for demonstration and as training aids, or will be sold to advance the instructional program.

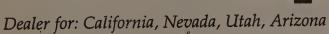
DONATE YOUR VESSEL TO THE CALIFORNIA MARITIME ACADEMY!

For additional information and free brochure, call or write: CALIFORNIA MARITIME ACADEMY FOUNDATION, INC. P.O. Box 327 Vallejo, CA 94590 (707) 648-4216

Valiant



Yachts



MERIDIAN YACHT SALES

(415) 521-1246

2415 Mariner Square Dr., Alameda, CA 94501



Alameda's **Finest Yacht Harbor**

Compare **Our Rates**

(415) 522-9080

1535 Buena Vista Avenue Alameda, California 94501



Fraser Yachts

320 Harbor Drive Sausalito, CA 94965 (415) 332-5311

THE BAY AREA'S INTERNATIONAL YACHT BROKERAGE FIRM

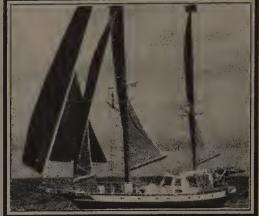
42' CLASSIC, gaff-rigged cutter. 50 hp diesel aux. Completed 1982. Well equipped for deep water cruising or charter. Beautiful interior. Asking \$119,000.

34' TOLLEYCRAFT,

twin conv. Great committee boat. Big cockpit, fly bridge, new Awlgrip. Over 32k in upgrades. Fast, strong, comfortable. Reduced to \$48,500.







60' CUSTOM pilothouse ketch, built 1987. Just arrived Sausalito from New Zealand sailing singlehanded Incredible equipment. Everything! Workshop, chart room, fabulous galley, bathtub, large aft cabin. A beautiful deep water world cruiser.



40' OCEAN M/S. Sleeps 8 in separate privacy. Built 1983. As new condition throughout. Wonderful liveaboard. Gorgeous teak interior. Outstanding value at **\$108,000**.

DAVE SHELDON KEONI WARINNER LINDY LINDQUIST



63' GARDEN KETCH. Built 1983. Just in from Florida. Removable pilothouse. New electronics 1988. Beautiful condition. 3 staterooms. 120 diesel. Priced to sell.

ADVERTISER'S INDE

AB Industries30
ABC Yachts6
ABC Yacht Charters127
Allstate-Quan117
American Battery70
Arena Yacht Sales70
Bailiwick Sails and Canvas40
Balmar32
Ballena Bay Yacht Brokers39
Ballena Isle Marina38
Bay Bridge Yachts163
Bay Riggers, Inc36
Baytronics
BC Navigation Center33
Bedmates
Bellhaven Charters 127
Benicia Marina109
Berkeley Marina54
Boater's Friend36
Boettcher & Murray34
Boy Scouts - Old Baldy Council 40
Boy Scouts - San Francisco 159
Boy Scouts - Stanford52
British Marine72
Brisbane Marina117
Bruno's Island
Cal-Coast Marine8
Cal-Marine Electronics55
California Custom Canvas71
California Custom Canvas71 Calif. Maritime Academy159
California Custom Canvas71 Calif. Maritime Academy159 Capitol Workshop Insurance53
California Custom Canvas
California Custom Canvas 71 Calif. Maritime Academy 159 Capitol Workshop Insurance 53 City Yachts 12 Club Nautique 51
California Custom Canvas 71 Calif. Maritime Academy 159 Capitol Workshop Insurance 53 City Yachts 12 Club Nautique 51 Coastline Canvas 29
California Custom Canvas 71 Calif. Maritime Academy 159 Capitol Workshop Insurance 53 City Yachts 12 Club Nautique 51 Coastline Canvas 29 Corsalr Marine 14
California Custom Canvas 71 Calif. Maritime Academy 159 Capitol Workshop Insurance 53 City Yachts 12 Club Nautique 51 Coastline Canvas 29

544 644 6	0.0
D'Anna Sailing Co	
Desolation Sound Charters	127
Detco	67
Digitar	41
Downwind Design	157
Dublin Power Equipment	70
Eagle Yacht Sales	.13,15
Edgewoter Yacht Sales	
Edinger	35
Emery Cove Marina	15B
Energy Depot	
Fambrosia Enterprises	
Farallone Yachts Sales	. 13,15
First New England Financial	
Foolproof Marine	
For Racing Sailors Only	
Fortman Marina	
Fraser Yachts'	160
Gianola & Sons	58
Glen Cove	
Golden Stote Diesel	
Gorman, Bill, Yacht Sales	
Gove's Cove	163
GPSC Charters Ltd	131
Grand Harbor Fuel Dock	
Grand Marina	2
Gulf Islands Cruising	127
Haynes Sails	: 15B
Helmut's Marin	, 157
Helms Yacht Sales	14
Hewett's Marine	
Hinkley Yacht Charters	129
Hogin Sails	19
Hood Sailmokers	7
Integre Marine	37
International Paint	44
Island Yachts	129

J-DOGIS 11631 10,101	
JP Boatworks126	
Johnson-Hicks 60	
Kappas Marina48	
Kensington Yacht19	
Larsen Sails 167	
Leading Edge Sails67	
Lee Sails	
Lirakis	
List Marine 158	
Maine Boats and Harbors129	
Marin County Boatwarks55	
Marina Palmira12B	
Marin Yacht Sales166	
Marina Village46	
Marina Village Townhomes56	
Mariner Boat Yard18	
Mariner Products157	
Mariner Sq Yachting Cntr 13-19	
Marion, Sails by24	
Maritime Electronics64	
Moritime Store, The24	
Marks-Clark Insurance	
Martinez Morine Hardware 29	
Maryland National Bank63	
McDonald Electronics54	
McGinnis Insurance66	
Meridian Yacht Sales 159	
Merlin Navigation	
Metal Design130	
Metal Magic4B	
Monterey Bay Fiberglass 972	
Napa Valley Marino 163	
Nou-T-Kol	
Nou-T-Kol	
Nor Cal Yachts	
11 0 V II	

North Beach Canvas

North Sails	9
O'Neills Yacht Center	
Olympic Circle Sailing Club	.71
Oyster Cove Marina	.41
Oyster Point Marina	.60
Pacific Coast Canvas	
Pacific Marine Exchange	.69
Pacific Yacht Imports	
Parker, Kent, Surveyor	157
Passage Yachts	4,5
Pelafoam	.70
Penninsula Canvas	159
Peninsula Marine Services	
Performance Charters, "Ralphie"	130
Petaluma Marina	
Pettit-Morry	.61
Pineapple Sails	3
Port of Oakland	.68
Port Sonoma Marin	. 50
Positive Strokes Rowing	.21
Proper-Tighe Morine	.70
Proper Yachts	
Pryde, Neil Sails	157
Quality Transformers	5B
Railmakers	. 62
Repo Hatline	161
Rex Yacht Sales	164
Richmond Boat Works	. 45
Richmand Marina Bay	130
Richmond Yacht Service	34
Rogers Electronic Service	69
Romaine Yacht Service	21
S.F. Boat Works	59
Sail Exchange	
Soiltec	66
SAMS	
San Diega Yacht Charters	128
San Juan Sailing Charters	

North Coast Yachs10

an Leandro Marina	.52
anford Wood	
canmar Marine Products	48
can Marine Equipment	60
choonmaker Point Marina	.58
eopower	.57
hore Sails	
kyline Charters	126
obstad	
outh Beach Harbor	
parky Marine Electrics	158
peed Sailing	158
pinnaker Inc.	123
pinnaker Shop, The	. 6B
tarbritetarbuck Canvas	123
	.61
tockdale Marine	
& Navigation Center	
tone Boat Yard	
utter Sails	. 10
vendsen's Boat Works	
echnicol Education Institute	
edrick-Higbee	
radewind Instruments Ltd	. 10
radewinds	
Sailing Center2B	,43
rask, Don, Yachts	161
United Yachting Ventures	163
'illage West Morina	.66
oyager Marine	. 62
Vest Marine	
Vestwind Precision Details	
Vhole Earth Access	
Vorld Yachts	.31
'acht 'Mele Makani'	
'acht 'Yankee III'	162
'acht 'Passport 40'	162

Yegen Marine

Z-Spar

YACHT SALES (415) 332-2060 1306 BRIDGEWAY, SAUSALITO, CA 94965

SALES DOCKS AVAILABLE FOR OUR LISTINGS



44' RHODES

CRUISING VET., PERKINS DSL, FULL KEEL, ARIES VANE, HAM, SATNAV, LORAN, CANISTER EMERG. LIFERAFT, MORE. READY TO GO.AT OUR DOCKS. ASKING \$49,000/OFFERS



44'CSY CUTTER

A LARGE ROOMY OFFSHORE VET. IDEAL LIVEABOARD/CRUISER. WELL EQUIPPED, INCLUDES AVON WITH O/B, VANE & DODGER, REDUCED TO \$99,000.



39' FREYA

1985 YANMAR, BARIENT WINCHES. A WELL BUILT, POWERFUL PROVEN OCEAN GOING VESSEL. ROOMY, IDEAL FOR LIVEABOARD. FAMILY CRISIS FORCES SALE. TRY \$60,000.



33' SWIFT

PILOTHOUSE SLOOP. LLOYDS CERTIFIED, DIESEL AUXILIARY. CRUISE OR LIVEABOARD. LIFERAFT. REDUCED TO \$50,000/OFFERS.



32' WESTSAIL

SOUTH PACIFIC VET. FACTORY BUILT, TEAK DECKS, ROLLER FURLING, COMPLETELY EQUIPPED, FINANCING AVAILABLE. AT OUR DOCKS. TRY \$45,000

(415)523-8502

FORMOSA 44.

An incredible opportunity to own one of the world's great cruisers. Great shape - Great value. Don't miss your chance!

			POWER BOATS •••		
SIZE	<u>MFG</u>	YR	DESCRIPTION	VALUE	HIGHBID
19'	BAYLINER	'88	CAPRI, CMC 238 HP, TRLR, VERY CLEAN		
27'	SEA RAY	'87	TWIN 260 HP MERCS, NO TRLR	34,000	
29'	CHRIS CRAFT	'86	T-MERCS 220 HP, CLEAN, FLY BRIDGE	35,000	25,000
36'	VIKING	'66	TWIN DIESELS, 220 HP, DEPTH & SPEED	20,000	9,000
37'	CARECRAFT	'79	HOUSEBOAT, CRUSADER 270 HP, V-DRIVE	24,000	7,000
			,,	,	
			••• SAILBOATS •••		
27'	LANCER	'84	JOHNSON O/B, 115 HP, AFT CABIN, CLEAN		SOLD
30'	FISHER	'73	MOTOR SAILER, DIESEL, BLUEWATER CRUISER	50,000	
34'	TRUE NORTH	'76	CUTTER, 3 0/I DIESEL	56,000	
44'	FORMOSA	'80	PERKINS DSL, FURLING HEAD SAILS, AFT CABIN	95,000	
			WE HAVE CONTINUOUS NEW LISTINGS	33,000	
PLEAS	E CALL TO OBT	AINL	TEST RELEASES AND CURRENT BIDS FOR OUR P	OWER. SA	AL AND
HOUS	EBOAT USTING	GS. FIL	OUT THE COUPON BELOW AND WE WILL CON	ITACT YO	UWHEN
WEO	RIAIN USTING	O HO	T FIT YOUR REQUIREMENTS.	C. 041	
		ט חט	TLINE, 2415 Mariner Square Dr., Alameda,	CA 945	01
Name				. ** *	
Addre					
			(w) ()		1 1 .
I am interested in: Power Sail Price range					
Length: (20-25', 25-30', etc.)					
Type:	(Fish/Ski, Cruis	e/Rac	e, etc.)	1	
					البالاتان



SANTANA 35

Established one-design fleet 11 years strong. Current fleet champion. Great value for 35' one-design racing. This boat is available now since awner is moving to a new J-35. \$44,950.



EXPRESS HEADQUARTERS

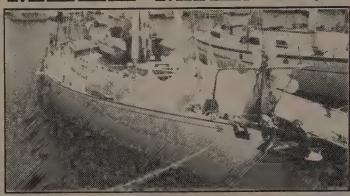
As your one-design headquarters we are affering two beautiful examples of Express speed, beauty and craftmonship—o 34 and a 37. Both in excellent shape.

ŞAIL	BROKERAGE SPECIALS	
16' Hobie Cot, '76 1,400	30' CS, '8653,000	46' Farmosa, '80 110,000
122, '8411,250	F30, '7936,000	50' Farce, '74 109,000
J-24, '8114,000	8.7 Columbio, '77 19,950	50' Farce, '75109,500
J-24, '7812,000	32' Ericson, '69	POWER
J24, '79 13,500	34' Express, '8884,950	24' Boyliner, '87
J-24, '81	J-35, '8474,500	28' Corver, '8660,000
24' Captiva, '8612,000	35' Santana, '79 40,000	32' Chris Croft, '81 26,000
25' Santano, '81	35' Coronada	34' Noutione, '7325,000
26' Ranger, '739,000	36' Islander, '73	37' Bayliner, '8265,000
H-27, '8524,000	36' Islander, '76	38' Chris Croft, '8045,000
27' Catalina, 72	37' Nontai, '8155,000	43' Prescient, '84 150,000
1-28, '86	37' Downeaster, '76 55,000	44' Marine Trader, '77 85,000
1-29'83 2 fram 27,500	37' Express, '86 114,950	45' Gulfstar, '79 170,000
-29, '8327,000	37' 0'Day, '80	47' Monk MCQN, '64 49,500
129, '84	44' Pearson, '75 120,000	49' Bell, '85195,000
1		20.0 00
Me	24	15 Mariner Square
AL ME		oquae



Alameda, CA 94501 (415) 523-8500

MELE MAKANI



42' HERRESHOFF DESIGNED YAWL

CUSTOM BUILT IN MAJORCA (1964)

Beautifully maintained one-of-a-kind cruiser with all systems in top shape and pages of gear, including: ground tackle/windlass, 14 bags sails, safety equipment, Westerbeke + 3-bladed feathering propellor, full boat canvas, etc.

For sale by owner – Relocation forces sale Reduced from \$129,000 \$89,500

(707) 823-9460 eves (707) 829-2844 days Robert Crose

+

GLEN COVE YACHT SALES





24' STONE HORSE

Cruising sailboat designed by Sam Crocker, built by Edey & Dutt. \$14,500

SAII	L	
22'	SANTANA, '76\$	3,500
24'	DEL RAY, '66	Offers
24'	STONEHORSE, '79\$	14,500
24'	ISLANDER, '69\$	6,500
25'	CORONADO, '69\$	5,500
25'		12,000
27'	HUNTER, '84	Offers
27'	ISLANDER, '83\$ 2	27,000
28'	NEWPORT, '75\$	15,500
28'		18,000
30'	LANCER, '79Reduced \$ 3	31,500
30'	SANTANA, '76\$ 2	24,000
32'	WESTSAIL\$	
35	ALC 71	30,000
40'	HUNTER, '86\$	80,000
45'	AI, C. 71 HUNTER, '86	25,900

CALIFORNIA YACHT BROKERS ASSOC. MULTIPLE LISTING SERVICE • OVER 6,000 LISTINGS • WE CAN HELP WITH FINANCING •

(707) 552-4206 • 800-798-5704

FAX: (707) 552-4296

Off 780 Between Vallejo and Benicia Take Glen Cove Exit and Follow Signs to Glen Cove Marina • 2024 Glen Cove Road, Vallejo, CA 94591

Your Passport To The World



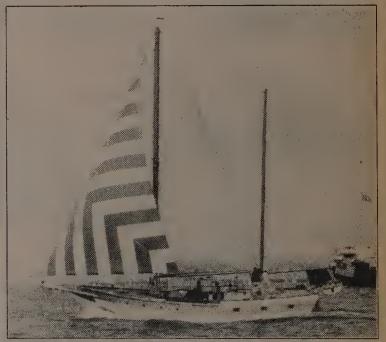
PASSPORT 40 – Ready now to circumnavigate!

This Passport has been fully equipped for a global voyage. Unfortunately my plans have changed. She was built in November 1986 and here is a partial equipment list – Radar, Loran, SatNav, single side band, Autohelm, windvane, VHF, dodger w/zip out wind screen and bimini, cockpit shower, refrig/freezer works on DC and engine, Viking low profile liferaft, roller furling jib, storm jib, genoa, fully battened main w/lazy jacks, cruising spinnaker, 55 hp Perkins diesel, Sony stereo/CD and Hart inverter.

Asking \$160,000

Call Lynn McCarthy (415) 461-8175

IRVING JOHNSON'S Last YANKEE



A rare opportunity to purchase a yacht with a famous history and pedigree. Yankee III, subject of a National Geographic feature film and articles. Featured in numerous yachting articles and books. Sparkman and Stephens design, Dutch built, Corten steel, new rigging, wiring, teak decks, etc. Extensive restoration and update.

Write: Yacht Yankee, 1100 Colony Point Circle, Bldg 3, Apt. 506, Pembroke Pines, FL 33026





ruiser. Spaciaus accammodotions. Well equipped. Perk-ns 4-108, full B&G electranics. Must be seen. \$183,000.



42' HALBERG RASSY, 1982. Well equipped, in bristol condition. Located in Energyille, os are all photographed boats. Halberg Rassy is famous far sopciaus, well built bluewater cruisers. This is one af their nicest. Have a look of aur docks. \$185,000.



38' CATALINA. Cruiser/rocer—the best equipped 38 on the market. Epoxy bottom. Asking \$55,000.

San Diego 955 Harbor Isl Dr. Suite 150 San Diego, CA 92101 (619) 543-1316 Fax: 6192972440



San Francisco Bay 3300 Powell St. Suite 8 Emeryville, CA 94608 (415) 652-2109 Fax: 4156581635





36' CAPE DORY, 1979. Gorgeous New England craftmanship in this well designed, solid and secure cruiser. Fully equipped for cruising and nicely main-tained. She's really a must see boat at \$69,500.



35' SPENCER , 1966. Classic, well built, sturdy Bay and coastal cruiser, Perkins diesel. Owner with the troops in Saudi. In nice canditian. Submit all affers.



CAMARGUE, 1988. Less than 200 hours! letely loaded, full canvos and air. Must be sold. \$269,000, mativated.

36' GRAND BANKS,

1971. A first rate waadie! A classic in excellent candition. Fard 120 diesel, Radar, AP. Beautiful Alaska/Caba cruiser. This beauty is far sale at \$52,000/Submit all affers.



SAIL	
47' CELERE	New 275,000
43' AMPHITRITE, '86	183,000
42' RASSY, '82	185,000
41' ISLAND FREEPORT,	'7979,000
38' CATALINA, '84	49,000
36' CS, '85	
36' CAPE DORY, '79	69.000
36' SWAN, '67	Classic 68.000
35' SANTANA	52,000
35' SPENCER	39,000
34' PEARSON, '84	55,000
32' WESTSAIL, '74	52.000
31' CHEOY LEE, '69	27,500
30' CATALINA, '78	28.500
27' SUN, '79	19,000
POWER	
S7' CUSTOM, '77 st. trowle	er295.000

S3'	ALASKAN, '77	220,000
48'	CAMARGUE, '88	
46'	BESTWAYS, '8S	
451	CHRIS CRAFT, '74	
44'	HATTERAS, '67 Must sell	110,000
38'	BAYLINER, '88	
36'	MARINE TRAOER, '86	
36,	GRANO BANKS, "71	. S2,500
36'	OELTA, '83	.79,000
341	SEA RAY, '86 Sun Ooncer	
32'	OWENS, '68	
31'	TIARA, '80	.59,500
31'	SEA RAY, '86 Weekender	
30'	SEA RAY, '78, Fly Bridge	29,000
BR	OKERAGE SPECIAL	5
Ca	li for ski boat listings	

NAUTALINE HOUSEBOAT, '79

42' PEARSON, '81-424 ...

CLIPPER M., '73

89,000

33' Freedom 1981

Beautifully maintained. Lines led aft, lovely interior. Lots of extras & very bristol! \$75,900/Offer

35'	Fuji,	'74,	QUALITY.	*******	\$55,900/Offer
38'	GLOBE	PIL	OTHOUSE,	'83	MAKE OFFER
41'	CHEOY	LEE	, '78	•••••	\$69,900

.....2 FROM \$79,900 Plus 45 More Boats! Call & Inquire!



(206) 283-1390

2448 Westlake Avenue N. Seattle, WA 98109

Home of the North West's Best Sailboat Values

• 25' PIVER • Totally redone. Six sails, 10hp Honda outboard, new batteries plus stereo and speakers. Sloop rigged. \$8,000.

• 30' PIVER • New paint and non-skid top sides. Brand new Yanmar diesel. Sloop rigged. \$13,000.

• 32'PIVER • New paint, 10hp Faryman dsl. Ketch rigged. \$19,950.
• 33' CROWTHER BUCCANEER • West epoxy system, 6 sails, 7.5 hp Honda o/b, 5 Barient winches, Awlgrip paint, launched '87. \$30,000.

WE HAUL MULTIHULLS • CALL THE MULTIHULL EXPERTS:

NAPA VALLEY MARINA

1200 MILTON ROAD • NAPA, CA 94558 (707) 252-8011

BAY BRIDGE YACHTS

QUALITY LISTINGS NEEDED

25'	US YACHTCTTR	1979	OB	\$ 8,500
25'	O'DAYSL	1978	SG	\$ 13,900
25'	NORDIC FOLKBOATSL	1962	OB	\$ 3,000
27'	C.S. YACHTSSL	1980	SD	\$ 21,000
27'	CATALINASL	1973	OB	\$ 11,000
28'	PEARSONSL	1975	SG	\$ 15,000
30'	NEWPORTSL	1969	SG	\$ 15,500
33.5	HUNTERSL	1988	SD	\$ 52,900
40'	SWALLOWKTCH	1982	SD	\$ 98,000
41'	CTKTCH	1976	SD	\$ 75,000
41'	FORMOSAKTCH	1974	SD	\$ 43,000
41'	CORONADOSL	1972	SD	\$ 54,000
44'	CSYCTTR	1978	SD	\$ 110,000

Oyster Cove Marina (415) 692-4169

NOR PAC YACHT & SHIP BROKERAGE





SWAN 48 Cutter. 73 Sporkmon & Stevens design. Toll rig version with Navtec flatten rod rigging. Admiral's cup winner. 22 bogs of sails. All offers cansidered. Locoled at Nar Pac Yachts.

CHEOY LEE 41 Ketch. "83. Beautiful leak interior, teok decks, Isuzu diesel. Excellent cruiser/liveaboard, fully equipped and ready to go. Locoled at Nar Pac Yachts. Asking \$119,000.

Specializing in private donations and repossessions. More boats available at our sales docks

San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901 (415) 485-6044

Listings Needed • Aggressive Experienced Broker



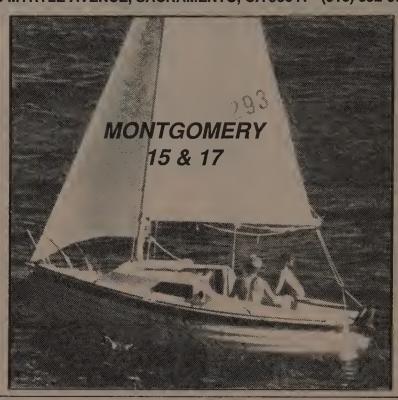
Stockdale Marine

Montgomery Sailboats & Dinghies • O'Day/Cal Sailboats • Mariner Outboards • Prindle Cats • Specializing in Trailerable Sailboats • Over 40 Boats on Display •

4730 MYRTLE AVENUE, SACRAMENTO, CA 95841 • (916) 332-0775

SELECTED BROKERAGE with trailers

17' MONTGOMERY	\$6,440
19' WEST WIGHT POT	TTER\$5,950
20' RANGER	\$4,950
21' FREEDOM	2 from \$6,450
22' CATALINA	5 from \$7,500
23' ISLANDER	\$3,495
23' ERICSON	\$9,850
24' O'DAY 240	\$18,750
25' CATALINA	2 from \$12,500
26' CHRYSLER	\$12, 0 00
28' LANCER	\$11,950
- RACE -	
21' VICTORY	\$3,99,5
24' MOORE	\$13,500
24' WAVELENGTH	\$15,500
24' ZEPHYR	\$12,500
25' SANTANA 525	\$10,500



INIULTITULLS				
50' TRIMARAN\$85,0	00			
CATAMARANS				

NEW W/TRAILERS ★★ CLEARANCE ★★

PRINDLE 15 (1 only)	\$2,295
PRINDLE 18-2 (2 only)	\$5,295
PRINDLE 19 (1 only)	\$4 295

SELECTED BROKERAGE without trailers

25' CATALINA, fin keel	\$9,700
25' TANZER, club jib	\$8,800
26' BALBOA	\$6,750
26' RANGER2	from \$8,495
27' ERICSON	\$19,5 <mark>00</mark>
28' NICHOLS BUCCANEER	\$4,445
30' RAWSON	\$29,500
20' KETTENDEDO	600.000

308 Harbor Drive Sausalito, CA 94965

(415) 331-0533 FAX (415) 331-1642



Cheoylee

Authorized Dealer

JOHN BAIER • PETE FROMHAGEN • AL LEVENSON • JERRY RUMSEY • PETER SHEPPARD



48' LUFFE RACER/CRUISER 1986
Danish quality. New masthead spinnakers.
Ocean race equip., potential TransPac winner.
Motivated Seller • \$305,000 • JOHN BAIER



• 51' PASSPORT CUTTER 1986 •
This is an immaculate, turnkey cruiser featuring a solid teak interior, three staterooms and extensive sail and equipment inventories.
\$285,000/OFFERS • JOHN BAIER



63' CHEOY LEE MOTORSAILER 1983
Luxurious, Immaculate World Cruiser.
Twin Diesels, 2 Gensets, Fully Equipped
\$700,000 • PETE FROMHAGEN



41' HALLBERG-RASSY KETCH 1978
Freshwater/Midwest, Pristine, Low hrs.
World Cruiser • Pages of Equipment
\$139,000/OFFERS • PETE FROMHAGEN



• 39' FREYA CUTTER 1978 •

Realistically priced • Factory finished ocean cruiser.

Diesel • Aries • Awlgrip • SatNav • 8 Sails • Teak interior • Propane heat • And more!

\$79,500 • AL LEVENSON



43' CHEOY LEE MOTORSAILER 1988
Pacific/Caribbean Cruising Vet.
Recently Upgraded.
\$245,000 • JOHN BAIER



QUALITY LISTINGS INVITED • SPACE AVAILABLE AT OUR SALES DOCK





MARIN YACHT SALES, INC.



PERFORMANCE MOTORYACHT



YACHT HARBOR
 40 Pt. San Pedro Road
 San Rafael, CA 94901
 Phone: (415) 454-7595
 FAX: 415-454-2561

LOWRIE

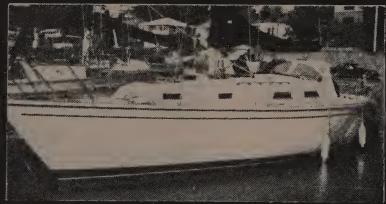




WE HAVE TWO AT OUR DOCKS

48' CAMARGUE YACHTFISHER 1990

New demo with twin 375 Cats. Tops 22 knots. Generator and air conditioning. *Asking \$309,000*.



34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. *Asking \$68,000*.



38' DOWNEAST CUTTER

1975 diesel. Very nicely equipped for cruising. Exceptionally well maintained. *Asking \$71,000*.



32' ALDEN MOTORSAILER

1968 by Cheoy Lee . Fiberglass. Diesel. Steering inside and out. Clean. *Asking \$38,500*.



36' SABRE

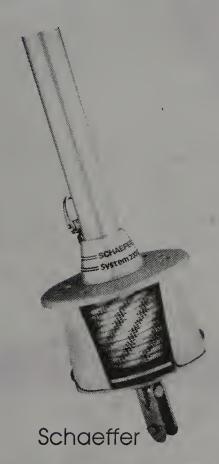
1988 diesel sloop. Absolutely loaded and shows better than new. *Asking \$120,000*.



FURLING SALE

HARKEN & SCHAEFFER AS LOW AS \$795!!*







* THE BEST SAILS, THE BEST FURLERS AT THE BEST PRICES!

Buy a new Larsen furling genoa and you can buy any one of the furlers listed at incredible savings.

Call today or see us at the Cow Palace boat show. Offer ends January 31, 1991.

can loady of see as at the cow talace boat show. Oner chas salidary of, 1771.					
Headstay Size	<u>Harken Sale</u>	Schaeffer Sale	Profurl Sale		
5/32 3/16 7/32	Unit 0-B \$ 795		Unit C-32 \$1,595		
1/4 9/32	Unit 1-B \$1,195	Unit 2000-1&2 \$1,195	1 Unit C-32 \$1,595		
5/16	Unit 1.5-B \$1,395	Unit 2000-3 \$1;395	Unit N-42 \$1,895		
5/16 3/8	Unit 2-B \$1,895	Unit 3000-1&2 \$1,895	Unit N-42 \$1,895		
7/16 1/2	Unit 3-B \$3,195	Unit 3000-3 \$1,995	Unit L-42 \$2,095		

SANTA CRUZ

Bob White, David Hodges, Bruce Powell Call 800-347-6817 • 408-476-3009 • Fax 408-479-4275 MONTEREY
Jim Womble
(408) 372-8666

DELTAPat Brown
(209) 838-3285

elson's The Boatowner's Boatyard

AT NELSON'S, PEOPLE MAKE THE DIFFERENCE Details, that's the differ-

ence you get when you have a guy like Art Puett on your job. Art devoted

more than five years to his own marine company in Michigan before deciding to put his skills to use year round in California. Now with Nelson's done right. Guided by a critical eye and steady hand Art's done right. Guided by a critical eye and steady nand Arts complete new hoat comfor over four years and assistant manager Art is Custom installations, rigging to complete new boat comon top of every job in the CUSTOM Installations, rigging to complete new boat companion on the Water, Art has been a key yard making sure each is missioning. Active on the water, Art has been a key Friday night racing his own rehult 'Tag Team' Whether Crewman on a Winning Santana 35 campaign as well as his own rebuilt, 'Tag Team': Whether or a com-Friday night racing his own redulit, "Tag ream: Whether rehalf of topside work, blister repair or a common of the confident knowing Art Duatt is on You're looking for topside work, blister repair or a comfident knowing Art Puett is on

COMPETITIVE BIDS IN WRITING

- Haulouts Fiberglass Repair Rigging Prop & Shaft Work LPU Paint •
- Woodwork Store on Premises Structural Repair Do-It-Yourselfers •

Blister Repair with Warranty

Professionals with Integrity

Nelson's Marine

(415) 536-5548